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Vol. III No. 254.

號三十月一年九十二百九千一英

HONG KONG, SUNDAY, JANUARY 13, 1929.

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HANKOW UPHEAVAL

CHINESE BOYCOTTING THE JAPANESE

SERIOUS SITUATION

Japanese Gunboat Protecting Property

REFUGEES IN THE JAPANESE CONCESSION

The agitation against the Japanese at Hankow continues, and picketting is still proceeding outside their concession. The Chinese, while intimidating their fellow-countrymen in Japanese service, are not molesting anyone else. A Japanese gunboat is on the spot to protect their property. The Japanese regard the situation as being very serious and are keeping to their concession.

THE JAPANESE ANXIOUS

Shanghai, Yesterday.

A Hankow message, sent on Friday evening, says that the day passed without incident, but that picketting continues outside the Japanese Concession.

The Japanese moved one gunboat up the river, opposite the Nishin Kisen Kaisha's godowns. The staffs of most of the Japanese firms are now inside the Japanese Concession.

The authorities are apparently considering the situation as being very serious though outwardly quiet.

A number of students were arrested in the French Concession distributed anti-Japanese leaflets. They were later released following representations by the Commissioner of Foreign Affairs.

The Japanese government has requested Li Tsung-jen to do his utmost to maintain peace in Hankow.

Outwardly the situation has almost returned to normal, but the Japanese are prepared for any emergency. No serious disturbances have occurred, though intimidation of Japanese-employed Chinese workers continues and a further number of office workers and domestics have been brought out.

Most of the Japanese firms outside the concession have closed down and withdrawn into the concession and it appears the boycott is exercising a far reaching effect.

The pickets continue their activities and are rough-handling Japanese-employed Chinese workers only, while it is noteworthy that the Japanese themselves are not being molested.—Reuter.

Early Reports

Hankow, Jan. 10.

According to Chinese reports, the violent agitation against the Japanese continues and the truculent attitude of the strikers remains unchanged.

A general strike of Chinese servants in Japanese residences was employees of Japanese firms and declared yesterday morning and as it is estimated that upwards of 10,000 Chinese have been working for Japanese employers, the Chinese authorities are most apprehensive of the situation.

Some 200 labour agitators have been chosen from the Labour Guilds to form a Picket Corps which is to be divided into three large divisions, each division to consist of six groups of pickets.

So far, no serious incident has occurred, the pickets being able to preserve order on the one hand and to encourage the strike on the other.

There are four Japanese gunboats in harbour and it is reported from a Chinese source that the Japanese Consular authorities have wired to Shanghai for the despatch of a cruiser, which is expected to arrive very shortly.

Anti-Japanese Agitation

Yesterday the Hankow Kuomintang members sent a number of circular telegrams to leading Kuomintang and public organisations in various cities of China with a view to arousing public feeling against the Japanese and asking for assistance from their compatriots to support the strikers.

Another report says that the situation was much easier yesterday afternoon, consequent on the arrival of Chinese Government officials to open negotiations with the Japanese consular authorities.

In the evening, however, no satisfactory reports regarding the conferences were available, and the situation again became tense.

Tension Easing

Hankow, Friday.

The tension is easing and the situation is quiet, though the boycott and strike continues.—Reuter.

Tension has generally decreased although the pickets continue their vigil and the boycott is being rigidly enforced. Efforts are now being made to call out the Chinese compradors employed by Japanese and to prevent Chinese pilots from navigating Japanese vessels.

No violence is being offered to Japanese outside the Concession, but from an economic standpoint the boycott is very effective, Japanese business is paralysed.

Yesterday evening representatives of the Japanese authorities called on Hu Tsung-tao to protest against the presence of pickets around the Concession and requesting the co-operation of the Chinese authorities in their removal.—Reuter.

POLISH NOTE

What the Soviet Now States

"VIRTUAL REJECTION"

Moscow, Yesterday.

The Soviet, in their reply to the Polish Note, says that by advancing a number of conditions Poland has virtually rejected the proposed unconditional mutual rejection of aggression. The Soviet says they have not approached Rumania or the Baltic states except Lithuania because the latter alone has adhered to the Kellogg Pact.—Reuter.

A London telegram, dated Jan. 11, stated:—

[Russia recently formally proposed to Poland and Lithuania, that they sign a protocol with Russia declaring the Kellogg Peace Pact already in force, as between them, without awaiting ratification of the pact by all the signatories.

Lithuania agreed, and suggested to Latvia and Estonia that they do likewise.

Poland's reply, which was anxiously awaited by her neighbours, was delivered to Moscow yesterday evening. It states, according to a Warsaw message, that Poland agrees to the plan in principle, but suggests certain alterations in the manner of concluding the suggested protocol, and expresses astonishment that Russia has only addressed Poland and Lithuania and not her other neighbours; adding that Poland considers it a duty to consult Latvia, Estonia, Finland and Rumania before moving further.]

REPARATIONS

Appointment of British Expert Members

INFLUENTIAL FINANCIERS

"Wayfoong's" In Taipan Included In The Number

London, Yesterday.

Sir Charles Adye and Sir Basil Blackett will be the British expert members on the Reparations Committee.—Reuter.

[Sir Charles Adye is the head of the London office of the Hong Kong & Shanghai Bank, Sir Basil Blackett is Financial member of the Executive Council of the Governor-General of India.]

[A London telegram, dated Dec. 31, stated:—

It is announced that Sir Josiah Stamp, who was one of the British representatives on the Dawes Commission, and Lord Revelstoke, who is a director of the Bank of England, have been appointed to act as the British representatives of the Committee of Experts which is to go into the problem of reparations.]

THE KING'S HEALTH

Latest Report

London, Yesterday.

H. M. The King passed a fairly quiet night and his condition is unchanged.—Reuter.

AFGHANISTAN

Rebels Continue Skirmishing

SITUATION SERIOUS

Peshawar, Yesterday.

The rebel leader, Bachaisakos, and his forces continue their skirmishing successes with the King's troops, some of whom are evidently changing sides. The situation is serious despite the King's concessions.

Russian aeroplanes have evacuated 25 Russian women to Tashkent.—Reuter.

THE WEATHER

Local weather forecast for the 24 hours ending at 6.35 this evening is as follows:—

N.E. or variable winds, moderate to light, fine to cloudy. The anticyclone remains central to the north of Korea. There are still indications of a shallow depression over S.E. China. A moderate monsoon may be expected over the China Sea.

FOKKER CRASHES

Seven Killed In U.S. Army Plane

Middleton (Pennsylvania),

Yesterday.

Seven people were killed and one injured in the crash of a big army transport Fokker aeroplane soon after leaving the army air port.—Reuter's American Service.

Karachi, Yesterday.—"Air craftsman Shaw" arrived by aeroplane from Lahore and has sailed for England from Bombay.—Reuter.

Mr. Robert Griffiths, a member of the Pwllheli, Carnarvonshire, Fire Brigade, who fell from the top of a 40ft. ladder at a fire, subsequently died.

MUKDEN COUP D'ETAT

FURTHER DETAILS OF THE TRAGEDY

GRAPHIC STORY

How Yang Yu-ting and Chang Yin-chua Died

JAPAN DEEPLY INTERESTED

That Yang Yu-ting's tragic death at Mukden has caused a tremendous sensation in Tokyo and elsewhere is evident. Further details of the tragedy are to hand, from which it will be seen that the execution of General Yang Yu-ting and General Chang Yin-chua was planned in Mukden's highest circles. The victims are accused of having been engaged in a conspiracy against Marshal Chang Hsueh-liang and of being engaged in secretly manufacturing 20,000 rifles at the Mukden Arsenal.

TOKYO OFFICIALS ANXIOUS

Tokyo, Yesterday.

Official circles are reticent as to expressing definite views on Yang Yu-ting's death owing to the delicacy of the situation.

They appear, however, to think that it will not affect Japan for the time being, though likely to increase the difficulties in the future in negotiating questions concerning Manchuria, as Chang Tso-hsiang, Governor of Kirin, who appears to be the leading behind the coup d'etat is regarded as being

anti-Japanese. Moreover, with the removal of Yang Yu-ting, who opposed the hoisting of the National flag, closer co-operation with Mukden and Nanking is likely to be witnessed, while the latter's control of Manchurian affairs will probably be increased.

The Political Situation

The vernacular newspapers generally are agreed that the coup will complicate the political situation in Manchuria and home. They fear Yang Yu-ting's followers will find an early opportunity to take revenge, thus causing disturbances which may necessitate Japan taking steps to protect Japanese lives and property though official circles appear to think an uprising is unlikely. It is generally agreed that predictions are useless until the true nature of the coup and Chang Hsueh-liang's own position thereon, is clarified.

Alleged Conspiracy

A message from Mukden states that following the execution of Yang Yu-ting and Chang Yin-chua their residences were searched and a number of important documents were found. It is alleged that these show they were hatching a conspiracy against Chang Hsueh-liang and also secretly manufacturing 20,000 rifles at the Mukden Arsenal.

Another Mukden message says that regarding the execution of Yang Yu-ting and Chang Yin-chua it is reliably stated that Chang Hsueh-liang telephoned inviting them to play mah-jongg on Thursday evening. On their arrival Chang Hsueh-liang excused himself on the ground of receiving medical treatment. He retired from the room, whereupon a score of armed soldiers entered and opened fire.

It is reported that Yang Yu-ting received ten shots on the head and one on the foot while Chang Yin-chua, who attempted to use his revolver, was hit by more than a dozen bullets.—Reuter

EVANS OF "BROKE"

Appointed to Command Australia's Navy

London, Yesterday.

Rear-Admiral E. R. G. R. Evans, C.B., D.S.C., (of H.M.S. "Broke" fame) has been appointed to command the Australian Navy in succession to Rear-Admiral Richard Hyde, M.V.O., C.B., C.B.E., as from March 13.—Reuter.

[It will be recalled that Captain Evans (as he then was) was in command of H.M.S. "Carlisle" in 1921, when she rescued 228 Chinese from drowning at the "Hong Moh" disaster in the China Sea. Captain Evans is also a distinguished Antarctic explorer. He returned in command of the British Antarctic Expedition in 1913, after the death of the gallant Captain Scott. He is more familiarly known as "Evans of the Broke" (due to that ship's famous exploit in 1917) and among a wealth of honours, he holds the Royal Humane Society's silver medal for saving life. He is the author of several works on Polar exploration. When on the China Coast he delivered lectures, chiefly on his Antarctic experiences, at several ports.]

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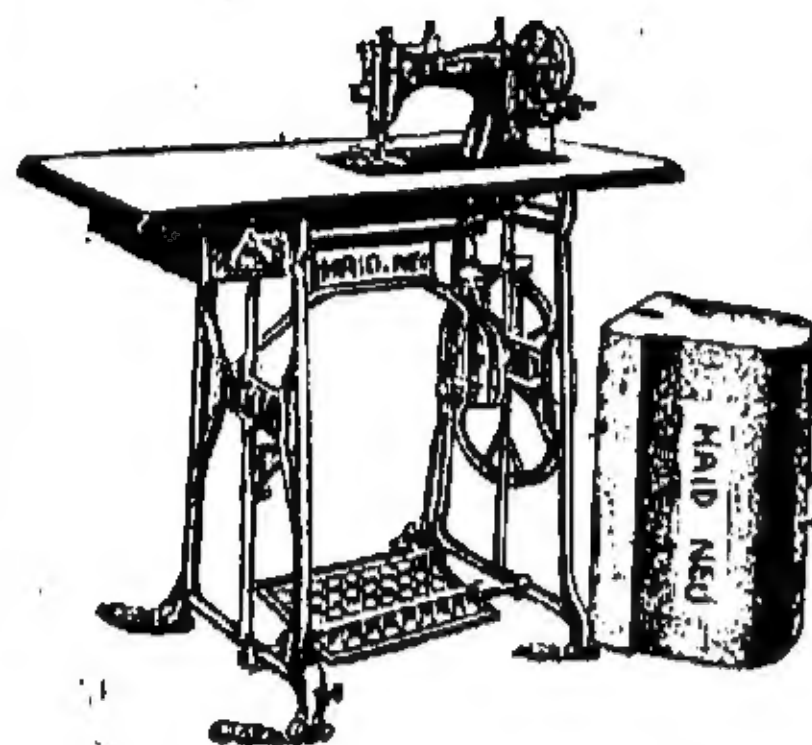
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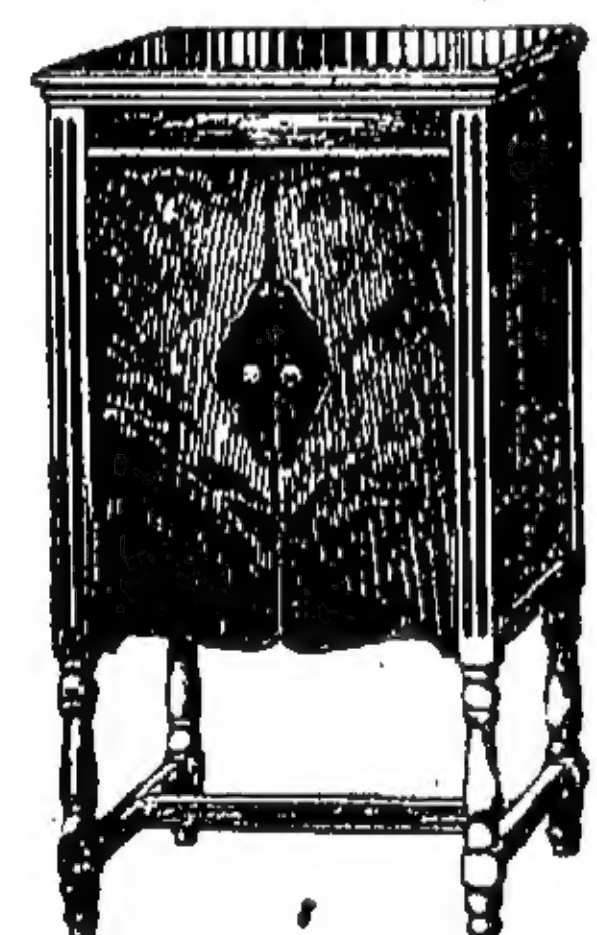
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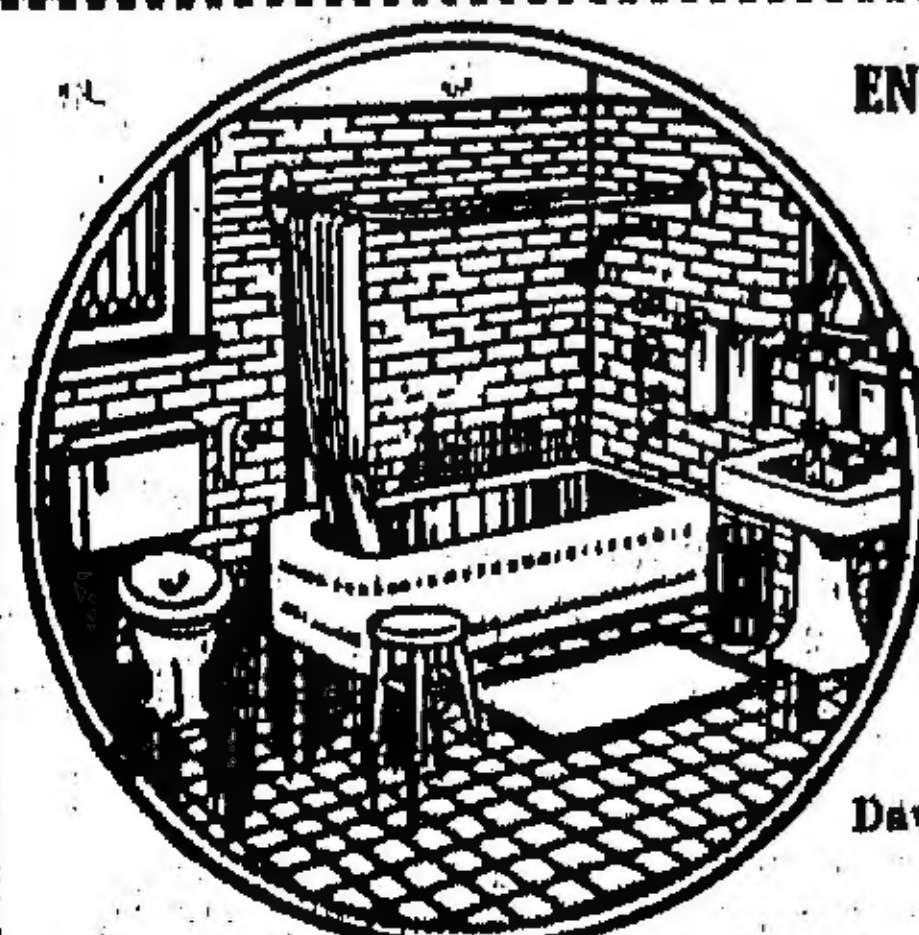
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London, Dec. 1.

In no game is the margin of skill between amateur and professional greater than it is in billiards. Why it should be so is difficult to understand, for many of the unpaid get as much practice as do professionals. Smith makes the game appear ludicrously simple and his rate of scoring is remarkable. In the course of his record break of 2,743 last week he scored 1,380 points in 105 minutes, and only once did he indulge in a repetition of stroke—a run of 20 hazards. Smith is the greatest scoring machine the game has ever seen, and one cannot visualise the coming of a greater. Most players would like to know how he does it, and if he were asked he would no doubt give the reply that was given Tom Aiken in his young days. "Keep the other fellow off the table."

The League Flag

With the defeat of the Heart of Midlothian at Kilmarnock it is almost a foregone conclusion that the Scottish League flag will again be flown over Ibrox Park. The Rangers have lost but one point to the eight of the Celtic and ten each of the Hearts and Motherwell. The last three mentioned, however, should provide a great fight for second place. Unless there is a speedy recovery, deposition will be the lot of Raith Rovers, and their companions will be, as results to date indicate, Cowdenbeath, Dundee, or Airdrieonians. Dundee United are heading strongly for promotion, but who will accompany them into the upper circle is still an open question. Very little separates the next seven clubs, which number include both Leith Athletic and St. Bernard's. The reason is not yet half run, and there can be many surprises between now and the end of April.

Falkirk's Changes

It is scarcely credible, but none the less true—and it may interest Looker-On (writes a Falkirk correspondent)—that since the commencement of the present season there have been exactly 50 changes in the Falkirk team placings, and in these 25 games have been involved. McGinnigle, who appeared at centre-half against the Rangers, was the seventh to be tried in that all-important position, the others being Barclay, Young, Scobbie, Douglas, Muir, and Hume. And no one amongst them a Townsley or a McIlwaine! In the back division there have been fourteen changes, involving the "ins and outs" of five players. The team chosen to do duty at Hampden, showed four more changes, and this, of course raised the total to 54. Tom Ferguson, the only ever-present of the Falkirk team, may write on "Centre half-backs I have played behind," but some day we may have a treatise from Brockville on "Team-Building After You've Sold Your Bricks!"

Ban On Mixed Sport

Man's bodily formation is far better adapted to great speed, endurance, and strenuous work. For this reason Dr. E. B. Turner, who lectured on the value of athletics for both sexes before the Institute of Hygiene in London, urged that women should compete with women and men with men. If any game, such as hockey or lacrosse, be played by mixed elevens of men and women, he said, one of two things must happen, either the game or the girl will be spoilt. The one form of sport in which women could come nearest to men was swimming, because while fashion demanded of her votaries an extremely anaesthetic scrupulousness there was still sufficient adipose tissue left on the swimming girl to help her in contests in the water.

because fat was lighter than bone and muscle, and so, in that element, kept her up.

"Canny" Scots

Not all football players are the idle fellows some people think they are. It is true that a number of them fail to make the most of the opportunities afforded them by their profession, but a big number do realise that the day must come when they will, perhaps, have to retire from the arena and turn their attention to some other activity for the means whereby they shall exist. I think most players keep in mind during their playing days the plight of several erstwhile "stars" who failed to learn a trade or gain experience in business when they had the opportunity. There are men in Scotland to-day who adorned the game when they were in it, and who now find it extremely difficult to earn more than a bare living.

At Queen's Park

All the Queen's Park players are engaged in business or studying for a profession, and they are in that way setting an excellent example to the schoolboys who will inevitably follow in their footsteps. But a large number of professionals are also engaged in activities that will keep them employed when their playing days are done. Take George McQueen, of the Airdrieonians, for example. He is a gardening expert. He has for some time been in the fruit-growing business in Lanarkshire, and specialises in the production of tomatoes. McQueen is a man of a quiet, studious nature, and that he will be successful in his post-football career there can be no doubt. The Rangers have not many players employed on "outside" jobs, as their training hours preclude most of them engaging in duties other than their football ones. But James Fleming still carries on his work in the office of a big firm of constructional engineers on the north side of Glasgow. The Rangers' centre is well advised to retain his situation in view of the uncertainty of a centre's football career.

Goalie-Painter

Goalkeepers are peculiarly liable to accident. Quite recently the man who was accustomed to guard goal for Cowdenbeath sustained a serious injury while playing against the Heart of Midlothian. John Falconer—a Glasgow product—is accustomed to taking risks, but he could never have dreamed of such a thing as a split kneecap sustained while he was in the air straining after a high ball. Falconer will not again take part in football. That is his own belief and it is the opinion of the surgeons who have attended him. But the Cowdenbeath favourite will have the satisfaction of knowing that he and his young bride—they were married a few days after the accident—will not want. Falconer never gave up his employment as a painter for the sake of confining his attention to football.

A Hearts' Veteran

George P. Miller, one of the "veterans" of the Heart of Midlothian club, retains a position in the Civil Service in Edinburgh. Though George played for a time for the Raith Rovers, he wisely stuck to the post he had qualified for, and that will be his mainstay when he finally severs his connection with football. Two Cowdenbeath footballers who have taken business premises since they became prominent in the world of sport are Hugh Chambers and Arthur Dixon. Chambers is a licence holder, and Dixon has a thriving business of the same kind in the sporting town of Lanark. Gallagher—the famous "Patsy"—is in the same line in Clydebank, and should be never appear again, as some think likely, he will still have a flourishing concern to fall

back upon. Alan Morton, of the Rangers, made up his mind when he became a professional player that he would continue his training as a mining engineer in Lanarkshire. I am sure that he has not regretted that resolve, as he is fully qualified now for the profession, and has never severed his connection with the important firm for whom he works. Morton has some years of first-class football in him yet, and he will be comfortably placed when he gives up the game.

Sells Fish

James McCall, of Hibernian fame, was employed in the capacity of an engineer when he was recalled from the shipyard in Govan in which he worked to the Celtic fold, only to be transferred at short notice to Stoke. He did well out of that deal, and doubtless some of the capital he acquired on that occasion was devoted to the purchase of the purveying business in which he is now interested in Glasgow. His premises are not far from Hugh Chamber's place in Bridgeton. W. McStay, of the Celtic, is a native of Upper Lanarkshire. The Larkhall man has for a number of years resided in the Netherburn district, a district dotted with flourishing farms and with the paraphernalia of coal pits. McStay in his spare time breeds dogs, but recently he has taken to the fish-selling business, and he is a henspeckle figure on the roads round Lesmahagow when he drives out in his business-like motor van.

A Schoolmaster

Proston, the right half of Airdrieonians, who can boast of a Scottish Cup medal, is a schoolmaster. So is J. Johnston, the stalwart pivot of the Heart of Midlothian. L. McMillan, of the Hearts, is another active fellow. He, too, breeds dogs in his spare moments. All these players realise the importance of retaining a professional or commercial position while still engaged in football, and only a day or two ago one of the leading managers in Scottish football—David Martyn, of Airdrie, who is a Magistrate—said that he prefers the player who works to the player who puts all his interest into the football game and who loafs when he is not playing or training.

The Great Bobby

Everybody agrees that the present year has established Bobby Jones more clearly than ever as the greatest player in modern golf, and it is gratifying to learn that there is a considerable likelihood that he will re-visit Britain next season to take part in our Open Championship—which he did not defend last May—and also the Amateur Championship. If this hope be realised, doubtless there will arise up and down the country another host of hero-worshippers determined to emulate his methods for somehow those methods have an enticingly simple look which invites imitation. Let us be warned in time. I fear the truth is that, so far as concerns the principles of playing golf, Jones is a law unto himself, states Harry Vardon in the "Sports Dispatch." Two years ago, in Britain, he had disciples by the thousand. The die-hards are still to be seen, standing with the feet close together, trying to turn the body with the Salome-like simplicity and rhythm of their exemplar, and doing everything else (except hit the ball), in a way that they feel to be a passably good copy of the master. Distracted members of a well-known club have told me how there was one of their number at a recent tournament providing an alluring exhibition of Jones's swing as seen in slow-motion photography. But the great majority of once-hopeful essayists have resigned themselves to the impossibility of impersonating that swing.

It is hard to explain the fact that in all England there is only one centre three-quarter who is clearly of international class—C. D. Asquith.—H. P. Marshall.

SOCIAL GOSSIP

Lt.-Col. F. Eaves returned to the Colony by the "President Taft."

Mr. A. Stevenson, with Mrs. Stevenson and Miss Stevenson, have returned to the Colony and resumed residence at Pokfulam.

Two Police brides are coming out on the P & O. s.s. "Macedonia" due in Hong Kong from London on Feb. 1. They are Miss T. Morrissey, No. 14, Parliament-street, Waterford, Ireland, who is to marry Sergt. J. O'Donovan of the Central Station; and Miss M. McIntosh, No. 103, Strathmartine-road, Dundee, Scotland, who is to marry Police Constable R. B. McEwen, also of Central Station. Excavation Co.

Many school chums and other friends of Stanley McNider will be sorry to hear that he is seriously ill at the Matilda Hospital.

Among the passengers aboard the "Pres. Taft" which left Hong Kong a few days ago for Seattle via ports were:—Mr. R. C. Brady, representative of the Oxford University Printing Press, returning to London via the United States; Mr. W. K. Chung, President of the Lingnam University, Canton, making a business trip to the North; Mr. and Mrs. G. B. Enders, travelling to Shanghai for the American Milk Products Co.; and Mr. and Mrs. Carl Shank, going to Shanghai. Mr. Shank is the head of the Hong Kong Pile Driving and

H.E. the Governor will open the new "Sailors' and Soldiers' Home, Praya East, at 5.30 p.m. on Wednesday, January 30.

APPOINTMENTS

The "Gazette" announces the following appointments:—

Commander G. F. Hole, R.N. (Retired), having returned to the Colony resumed duty as Harbour Master on January 4, 1929.

H. E. the Governor has reappointed under section 8 of the Dentistry Ordinance, 1914, Ordinance No. 10 of 1914, Dr. G. D. R. Black to be a Member of the Dental Board for a further period of three years, with effect from October 23, 1927.

H. E. the Governor has appointed Captain A. J. L. Whyte, Royal Engineers, to be his Aide-de-Camp, with effect from January 10, 1929.

H. E. the Governor has appointed Mr. W. R. Scott to act as his Private Secretary, with effect from January 10, 1929.

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YESTERDAY'S SPORT

LOCAL SOCCER

Shield Matches Take Place Yesterday

GOOD LEAGUE CONTESTS

South China Going Strong: Recreio Defeat Club

The two Senior Shield matches, and also the matches in the Junior Division Shield, went very much as anticipated, although the Royal Navy sprang a surprise by defeating the Borderers.

South China still maintain their winning sequence and this time the Police were their victims in a very fast match in which Police put up a good show. Recreio scored a fine win over the Club in an exciting match.

RESULTS AT A GLANCE

Hong Kong Shield Competition, 1st Round

Senior Division			
Royal Navy	1	K.O.S.B. Regt.	0
Club Recreio	3	Hong Kong Club	1
Division I. (League)			
South China	2	Police	0
Queen's Regt.	0	Kowloon	0
Small Units	2	Chinese Athletic	4

Hong Kong Shield Competition, 1st Round

Junior Division			
Kowloon Res.	1	Police	2
Queen's Regt.	4	South China A.	0
Athletic A.	0	K.O.S.B. Res.	2
South China B.	2	R.A.	1
Athletic B.	2	Recreio	0

H.K. Shield, 1st Round

ROYAL NAVY v. K.O.S.B. REGT.

This match at Caroline Hill attracted a fine crowd, probably largely because the League match South China v. Police was down to follow on the same ground.

In a very exciting match, with the first half pointless, the Navy secured the verdict in the last kick and Navy, somewhat luckily, emerged winners by 1 goal to nil.

Royal Navy: — Brockman; Carey, Baker; Cope, Pearks, Evans; Van Tromp, Firth, Evans, Kermick, Preston.

2nd K.O.S.B. Regt.: — McDougal; Reeves, Martin; Skiggs, Davey, Gear; Torrie, Stock, Everest, McGlinchey, Alexander.

Referee: Mr. W. Hollands.

The match from the start was played at a fine pace and the Borderers' right wing, Stock and Torrie, brought out a bit of Brockman's best, the Navy goalie doing his side good service. Navy were prominent on the left wing and McDougal saved a couple of fine efforts from Kermick and Preston. The Borderers had the best of the play in this half, McGlinchey being a great worker, and Stock came very close with a fine drive, but Baker and Pearks were strong in defence and Navy kept their end up to the interval when the score sheet was blank.

K.O.S.B. Pressing

The Regiment made ground rapidly in the second half and very hard luck robbed Stock, who was right through. Cope, at the other end, found McDougal save with a fine shot and the Borderers came away to attack desperately. McGlinchey placed to Alexander in a fine forward movement, but the winger put over with a great chance. The ball travelled from end to end very rapidly and Borderers struck the crossbar, but their luck was out and Navy rallied to a great finish. Kermick and Preston doing well on the left. From a centre by the winger Evans scored a fine goal with the last kick of the match, so that the Borderers drop out of the Shield in the first round.

The match was a fine one and the military side were unlucky to lose as on chances it was their game. McGlinchey and Stock were great raiders but Everest was not a success. Skiggs and Davey were topweight and Reeves the better of two good backs, McDougal kept a good goal.

Navy were well served by the left wing Preston and Kermick, the little inside man playing a great game, and Evans was good at centre forward. Van-Tromp and Firth lacked pace but Cope was in great form in a sound defence. It was a typical "Cup Tie" with the Clubs well matched but Navy were just a trifle lucky to win on the run of play.

RECREIO v. HONG KONG CLUB

This match was played at King's Park before a huge crowd of spectators, who were provided with first class and very thrilling football. Extra time had to be played to force a result and the Recreio added two goals to their score during this period.

There was hardly anything to choose between the two teams, but Recreio put every ounce of energy into their efforts during the extra time and deserved to win.

Teams: — Beltrac; Sousa, Silva-Netto; Remedios, Remedios, Ward; Brown, Rocha, Gosano, Pereira, Gosano.

Club: — Edwards; Holt, Bishop; Wallington, Stewart, McBride; Watson, Alexander, Goldman, Scott, Trambitzky.

Both teams played excellent football during the first half with the Recreio pressing very hard to score. Gosano was on top form and constantly gave Edwards an anxious time but the latter was quite calm and saved many shots very well. The Club forwards were playing well with the exception of Trambitzky who seemed to be rather weak in tackling.

Watson and Alexander were quite at home on the wing and played brilliantly, constantly passing in to the centre, but Goldman shot wide on several occasions.

Half time came without any score, after a very hard and clean struggle.

Half time:—	
Recreio	0
Club	0

Second Half

In the second half the Recreio made a determined effort, and Gosano opened the score with a terrific drive that gave Edwards no chance. This seemed to liven the Club up for they settled down to a fast game. The Club forced a corner and Watson centred the ball for Alexander to head in, thus bringing the scores equal. Both teams then put on extra pressure and the spectators were treated to some really first class football. Edwards saved a beautiful smashing shot from Gosano. The whistle blew for time with the score level and extra time had to be played.

Extra Time

During the first half of extra time the Club did their utmost to score. Goldman had a great chance, beating both the Recreio backs, but shot a little wide. A ding dong struggle took place but the whistle blew to change over with the score still level.

During the latter half the Recreio got busy and the diminutive Brown went through and scored for Recreio with a beautiful ground shot which Edwards was unable to get to.

The Club pressed but were rather tired and Gosano again scored for the Recreio with one of his hot first timers, the whistle blowing for time with the Recreio good winners after a terrific struggle.

League Div. I

SOUTH CHINA v. H.K. POLICE

This match followed the Shield struggle between the Royal Navy and K.O.S.B. Regt. and in anticipation of a good fight there was a good crowd present at the kick off. Following a pointless first half, during which South China were, excepting for two breaks away by the Police, much superior to their opponents, the home side scored twice in the second half and won well by two clear goals.

Teams: — South China: — Pau Ka-ping; Li Tin-sang, Yu Chuk-wa; Leung Wing-tuk, Pang Wah-ling; Li Tin-choy, Pau Ka-chuen, Fung King-chung, Lau Mau, Ip Pak-wa.

Police: — Clarke; Wynne, Williams; Brittain, Hudson, Jessop; Shepherd, Oram, Fraser, McGreevy, Gear.

Referee: Mr. F. Smith.

The Game

Police winning the toss played with the sun at their backs, but South China early attacked on the left and fast play nearly resulted in a goal, Clarke saving well.

South China controlled the game in the first quarter of an hour, shots being kept out from Pau, Fung and Lau Mau. Then Fraser in one burst for the Police was nearly through; but China were playing desperately for the lead and returned. Clarke saved a great shot from Fung. Police relieved and Pau stated out from McGreevy, then to the interval China attacked and Clarke saved on several occasions, this half being South China's, and Police were luckily to believe.

The Police played up smartly in the second half, long swinging passes by Fraser to the wings and good work by Hudson being noteworthy, and for ten minutes Police were on top.

South China came again and Lau Mau went right through the defence, finishing with a good goal. Fung increased the lead five minutes after with a great shot and China looked safe winners. Fraser made a good effort but Pau was very safe and South China kept their lead and ran out winners by 2 clear goals.

As anticipated, the home team were too fast for the Police and the left wing was again dangerous in a good line. Lau Mau was very good, as also were Ip, Fung and Pau, but Li Tin-choy is not yet back to form.

The halves were steady without being brilliant and Li Tin-sang and Pau were great in defence.

The Police wingers were weak, but Fraser played a brainy game and McGreevy worked well in support. Oram was variable. Hudson played a fine game at centre half, tackling and feeding well, and the half back line were all good workers. Wynne appeared at fault with one goal, but saved many others. South China played a dashing game and their speed was a big asset.

QUEEN'S v. KOWLOON

Played at Kowloon before a good crowd of spectators, the soldiers being well represented. The match ended with a goalless draw although the Queen's had most of the play.

The game was apt to be very one sided, with occasional spurts by the Kowloon team. The Queen's did every thing but score, and on the run of the game they should have won comfortably.

Teams: — Kowloon: — Angus; Hast, Pile; Headly, Robson, Easterbrook; Clemo, Davies, Spary, Miles, Baldwin.

Queen's: — Dodds; Sharp, Morris; Cantor, Hill, Byrne; Caldicutt, Barclay, Warner, Richardson, Larkin.

Referee: L/S. B. A. Atkinson, R.N.

The Queen's played excellently during the first half and Barclay and Warner were a fine combination. Larkin, on the left wing, was very fine in his centres and on many occasions Angus, the Kowloon goalie, was kept hard at work saving hot shots.

Kowloon were very dangerous when they did manage to break through and Miles gave the Queen's goalie some very anxious moments. Hill at centre half, however, rarely let the Kowloon forwards get away.

The Queen's were constantly bombarding the Kowloon goal but could not find the right spot. Caldicutt missed several good openings by shooting wide. Larkin, who had been playing a pretty game on the left wing, was injured and had to retire for a few minutes.

Half time:—	
Queen's	0
Kowloon	0

The second half was more or less a repetition of the first. The Queen's constantly raided the Kowloon goal, but were unable to score. Angus played a magnificent game in goal for Kowloon, being kept on the alert the whole time.

The two outstanding forwards in the Kowloon team were Baldwin and Miles who were a constant source of danger when they did manage to get away. Try as hard as they might, the Queen's could not score and the game ended without either side having found the net.

SMALL UNITS v. CHINESE ATHLETIC

Small Units put up a surprisingly good display at Soekumpoo in this League match yesterday, and deservedly led at the interval by the only goal scored. The

Athletic, however, proved the better stayers in the second half, and, by scoring four goals within 15 minutes made the issue safe. Small Units eventually going under by four goals to two.

The teams were as follows:— Small Units: — Penny; Dodshon, Walker, Rial, Skinner, Grosvenor; Elliott, Sabin, Wilson, Coates, Basham.

Chinese Athletic: — Chan Sik-pin; Wong Sui-wo, Lai Yuk-tat; Ho Cho-yin, Wong Sui-wa, Leung Yuk-tong; Ng Kam-chuen, Sek Pui-tim, Wong Pak-chung, Suen Kam-suen, Chan Kwong-yin.

Referee: Mr. Cowen.

The Game

Small Units started away with plenty of dash, Coates and Wilson being prominent in the forward line. A free kick looked dangerous for Athletic, but Lai Yuk-tat made a somewhat lucky clearance. A centre from Basham led to a thrilling struggle right on the Athletic goal line, the goalie at length getting the ball away for a fruitless corner. Lai Yuk-tat was obliged to retire owing to an injury, but soon resumed. Little was seen of the Athletic forwards at this stage, and Small Units took the lead through Wilson, whose shot struck the upright and entered the net. Encouraged by this success, Small Units kept up a fast pace, and were constantly dangerous. Wilson was just too late in an endeavour to rush the Athletic goalie, who had difficulty in clearing a perfect centre from Elliott. Athletic occasionally got away on the left wing, where Chan Kwong-yin was too fast for Rial. Just before the interval, Coates came through with a clever dribble and gave to Wilson, whose shot was cleverly saved by Chan Sik-pin.

Half-time:—	
Small Units	1
Athletic	0

Chinese Dominate

A complete change came over the game after the resumption. Athletic proceeding to attack in forceful fashion. Dodshon and Walker were in fine form at back, however, and were ably assisted by the half backs. Penny made several clever saves from Wong Pak-chung and Suen Kam-suen, but had no chance with the equaliser, which was scored by Ng Kam-chuen as the result of a brilliant run from near the half way line. The game had only been re-started a few moments when Athletic took the lead through Suen Kam-suen as the result of clever combined work. Small Units fought back, and were awarded a penalty, but Dodshon shot straight at Chan Sik-pin, and the latter had no difficulty in saving. Further misfortune soon befell Small Units, Sek Pui-tim beating Penny with a great shot. Athletic were not long in adding a fourth, Ng Kam-chuen putting over a lovely centre from which Suen Kam-suen headed into an empty goal. The closing stages saw Units once more in the picture, and Basham reduced the lead with a header.

Result:—	
Small Units	2
Chinese Athletic	4

Comments

Small Units gave their best display of the season except for the first portion of the second half, when their defence cracked under heavy pressure. Penny was sound in goal, but was inclined to hang on to the ball a little too long. Dodshon and Walker were a capable pair of backs and Grosvenor played a fine game at left half. Wilson, Coates and Elliott were the pick of the forwards. The Athletic were not at their best, this being due to the fact that several members of their first team were absent.

H.K. Shield, 1st Round

POLICE v. KOWLOON

Played on the St. Joseph's ground. Police gained a narrow victory over Kowloon in the Junior Shield competition, by the odd goal in three. The game was very evenly contested, and produced a fair amount of good football. Post opened the scoring for the Police, and Eastman equalised for Kowloon before the interval. Both goals were attacked in turn during the second half, but Police were slightly the better finishers, and Post again put them ahead with a nice shot. Kowloon struggled on gamely, and the result was in doubt right up to the final whistle.

Result:—	
Police	2
Kowloon	1

QUEEN'S REGT. v. S. CHINA A.

On the Navy ground, at Happy Valley yesterday, Queen's had no difficulty in qualifying for the second round of the Junior Shield competition at the expense of South China "A". The game was too one-sided to be very interesting from a spectator's point of view, the Queen's forwards dominating the play throughout.

(Continued on Next Column.)

YACHTING

Championship And Menagerie Races

YESTERDAY'S RESULTS

Yesterday afternoon the Royal Hong Kong Yacht Club held a regatta of the first Championship race for racing yachts in the One Design and Guel, and the Heyward Heys Classes.

Twelve yachts took part in the race, five in the former class and seven in the latter, and with favourable weather conditions, a fine afternoon's sail was enjoyed.

The course was as follows:— Lyemoon Beacon (P), Cust Rock Buoy (S), Mark on Line (P), Channel Rocks (S). Distance 8.8 miles.

The results were:—

One Design & Gaels		
TIME.		
	Finishing	Corrected
Daphne (2nd) . . .	4.23.25	4.23.25
Gael (5th)	4.39.24	4.32.48
Pierrette (1st) . . .	4.25.16	4.21.36
Thecla (3rd)	4.31.15	4.23.55
Joan (4th)	4.31.43	4.25.51

Heyward Heys

Why Wonder (5th)	4.33.21	4.33.21
Wings (6th)	4.33.39	4.33.39
Bluenose (1st)	4.27.04	4.27.04
Boojum (2nd)	4.28.42	4.28.42
Speedwell (4th)	4.32.21	4.32.21
Zephyr (3rd)	4.35.01	4.29.09
Lola (7th)	4.40.32	4.36.40

Menagerie Race

A Menagerie race for yachts in the Handicap Class was also sailed over the same course. Four yachts took part and a fine win was scored by La Linda.

Results:—	
TIME.	
	Finishing Corrected
Dianna (3rd)	4.29.28 4.27.16
Colleen (2nd)	4.29.17 4.24.09
Rolla (4th)	4.28.06 4.28.06
La Linda (1st)	4.26.05 4.22.25

Thurlow gave his side the lead within five minutes of the commencement, but there was no further scoring prior to the interval, South China's defence playing a valiant uphill game. The second half saw the Queen's still more prominent, and further goals were added by Harris, Mortimer and Thurlow, without reply from South China.

Result:—	
Queen's Regiment	4
South China "A"	0

K.O.S.B. v. CHINESE ATH. "A"

Played on the Club ground yesterday. The Borderers pass into the second round of the Junior Shield competition as the result of a win over Athletic "A" by two clear goals. Both teams gave an excellent display and a very sporting contest was enjoyed by a good crowd. At the interval neither side had scored, but K.O.S.B. were always the more dangerous in attack. The second half had not been long in progress when the Borderers took the lead through Weatherill, and Stevens put the issue out of doubt shortly before the finish.

Result:—	
K.O.S.B.	2
Chinese Athletic "A"	0

R.A. v. SOUTH CHINA "B"

This Junior Shield match was played off at Happy Valley, South China emerging lucky winners by the odd goal in three after extra time had been played. R.A. were by far more thrifty side, but poor shooting destroyed their chances on numerous occasions. The game was, unfortunately, not free from unpleasant incidents, and Davey was ordered off the field as a result of one of them. The Gunners scored first through Watson and held their lead to the interval. The second half continued in favour of R.A., the South China goal having some extraordinary escapes. A few minutes from time Ho Che-wing made the scores level. The extra time was chiefly fought out round the South China goal, but in a breakaway Chan Mit-ming managed to give his side victory with a neat shot.

Result:—	
R.A.	1
South China "B"	2

CHINESE ATH. "B" v. RECREIO

This Junior Shield match was well contested and a very interesting game resulted in a win for Athletic by two goals to nil. Recreio had a fair share of the game throughout, but were weak in front of goal. Leung Tat-wing opened the scoring for Athletic in the first half from a beautiful centre by Li Fong. The second half was fought out at a spanking pace, both goals having narrow escapes. Shortly before the final whistle Li Hung-ching made the issue safe for Athletic with a neat shot after an exciting scramble in the Recreio goalmouth.

Result:—	
Chinese Athletic "B"	2
Recreio	0

TALL SCORING

K.C.C. Head Senior Cricket League

JUNIOR LEADERS WIN AGAIN

Four Individual Centuries Recorded Yesterday

A noteworthy feature of the cricket results yesterday was that three individual batsmen got into three figures in league matches (two in the first division and one in the second division) and another century was recorded in a friendly fixture.

Kowloon C.C. have gone to the top of the Senior League by virtue of a win over the Royal Navy whilst the previous leaders—Hong C.C.—drew with Craigenower. The H.K.C.C. are really, however, in a better position, being one point behind with a match in hand.

Indian R.C. 2nd XI, who won from Civil Service 2nd XI, continue to occupy the first place in the Junior Division but are still within the reach of Hong Kong C.C. 2nd XI who defeated Craigenower 2nd yesterday, and R.E. and Signals who secured the full points from R.A.S.C. in a mid-week game.

League I

CIVIL SERVICE v. I.R.C.

On their own ground, Civil Service C.C. drew with Indian R.C. Batting first, the home team put up 189 for three wickets, declared, thanks to a forceful innings for 118 not out, by G. R. Sayer, A. E. Wood also batted very well for 50 runs.

The Indians started shakily and soon lost three wickets for 14 runs. Partnering for the fourth wicket, however, A. H. Madar and A. R. Minu changed the complexion of the game for their side and took the score to 95. The latter hit freely for 53 whilst Madar batted stylishly for 55. With the exception of Curram who made 21, the remaining batsmen failed to make a stand, but the visitors managed to play out time.

The fielding of both sides was not up to standard, this especially applying to the I.R.C. Scores:—

Civil Service C.C.
G. R. Sayer, not out 118
F. J. de Rome, c A. K. Minu, b Curram 1
J. Curram 4
J. Barrow, b Curram 4
A. E. Wood, st S. A. Ismail, b A. R. Minu 50
Extras 16
Total (for 3 wks., dec.) 189

B. C. K. Hawkins, B. D. Evans, F. Baker, E. W. Hamilton, D. R. Kelly, F. H. Holdman, F. J. Ling did not bat.

BOWLING ANALYSIS.
O. M. R. W.
A. R. Minu 8 1 46 4
Curram 10 2 27 2
A. el Arculli 9 1 60 0
A. H. Madar 4 0 9 0
A. H. Rumjahn 2 0 13 0
Hamet 2 0 18 0

Indian R.C.
A. H. Rumjahn, c and b Kelly 3
S. A. Ismail, b Hamilton 5
A. el Arculli, run out 2
A. H. Madar, c Sayer, b Kelly 55
A. R. Minu, b Ling 70
J. S. A. Curram, b Baker 21
A. K. Minu, c Baker, b Kelly 8
A. Ismail, c Hamilton, b Kelly 0
J. S. Ackley, c Wood, b Baker 1
T. Hamet, not out 1
A. Rahmin, not out 0
Extras 10
Total (for 9 wks., dec.) 169

ROYAL NAVY v. K.C.C.

At King's Park, Royal Navy lost to Kowloon C.C. by 153 runs. Brace carried his bat for 108 for the K.C.C. whose total reached 203 for four wickets, declared.

The Senior Service replied with 150, Sub. Lt. Simms, Pay Lt. Waters and Pay Lt. Watch getting 43, 30 and 24 respectively. Goodwin took three wickets for 14 and E. F. Fincher three for 21. Scores:—

Kowloon C.C.
W. Brace, not out 108
A. W. Ramsay, c Sparrow, b Caras 36
E. F. Fincher, c Simms, b Trussler 2
F. Goodwin, b Watch 18
F. E. Lawrence, b Watch 4
R. E. H. Oliver, not out 28
Extras 7

Total (for 4 wks., dec.) 203
G. A. V. Hall, E. C. Fincher, J. J. Hirst, S. Jex, N. H. Ross did not bat.

BOWLING ANALYSIS.
O. M. R. W.
Watch 15 0 93 2
Hill 5 0 11 0
Sparrow 5 1 24 0
Caras 9 2 40 1
Trussler 2 0 6 1
Stanley 2 0 22 0

Royal Navy
Mno. Trussler, b Goodwin 5
Comdr. J. N. Pelly, b Goodwin 2
Mno. Gilles, not out 4
Capt. J. E. Cornish, c Brace, b Ross 0

After passing their opponents' total for the loss of five wickets, H.K.C.C. went on to make 130 with one wicket in hand. Divett (40) was the highest contributor. Fritz (7 for 44) was in fine form with the ball. Scores:—

Craigenower 2nd XI.
D. Fritz, b Tait 14
E. B. Hamson, c & b Summers 25
Y. Abbas, b Duckitt 6
R. Basa, c Summers, b Duckitt 4
J. W. Leonard, c & b Summers 0
W. K. Way, b Summers 6
C. E. Wong, b Summers 4
E. Mowfung, b Duckitt 0
W. A. Youngsaye, not out 2
G. White, c & b Bradley 14
J. C. Fletcher, run out 1
Extras 11
Total 86

BOWLING ANALYSIS.
O. M. R. W.
Tait 8 1 30 1
Vallack 6 2 13 0
Summers 8 3 13 4
Duckitt 7 3 14 3
Bradley 1 0 5 1

H.K.C.C. 2nd XI.
H. J. Armstrong, b Fritz 23
E. R. Duckitt, b Fletcher 2
K. H. Balger, c & b Fritz 12
W. K. Tait, c Wong, b Fritz 10
L. A. R. Duncan, l.b.w., b Fritz 6
G. E. R. Divett, b Fritz 4
J. A. Summers, b Fritz 7
C. H. Bradley, c Wong, b W. K. Way 7
G. R. Vallack, b Fritz 0
A. H. Gillingham, not out 10
Extras 13
Total (for 1 wks.) 130

J. E. Hancock did not bat.

BOWLING ANALYSIS.
O. M. R. W.
Fletcher 10 0 62 1
W. K. Way 12 0 44 7
W. K. Way 3 0 11 1

K.C.C. 2ND v. POLICE

In a match which produced a total of 92 runs, Kowloon C.C. 2nd XI, on their own ground, defeated Police R.C. by six wickets.

A feature of the game was the splendid bowling of Overy who, taking seven wickets for 12 runs, was largely instrumental in dismissing the Police for the small total of 30.

F. S. W. Smith (28) gave the K.C.C. a good start but A. R. F. Raven, with 12, was the only other batsman to get into double figures. Lacey (7 for 21) was on top form with the ball. Scores:—

Police R.C.
T. H. Hunter, b Lee 3
S. Randle, c Hargreaves-Brown, b Overy 6
A. E. Lacey, b Overy 0
T. H. King, run out 4
A. Reynolds, c Mackay, b Overy 8
Dyer, b Overy 0
B. Thorpe, b Overy 1
Hallam, b Overy 1
A. V. Baker, l.b.w., b Hargreaves-Brown 2
P. Condon, not out 0
G. Edwards, b Overy 0
Extras 5
Total 30

BOWLING ANALYSIS.
O. M. R. W.
Lee 6 3 9 1
Overy 6 1 12 7
Hargreaves-Brown 3 2 4 1

Kowloon C.C. 2nd XI.
F. S. W. Smith, b Lacey 28
N. Mackay, b Lacey 5
A. Hargreaves-Brown, l.b.w., b Lacey 0
D. S. Green, b Lacey 2
A. R. F. Raven, b Lacey 12
W. M. Gittins, b Lacey 8
G. Lee, b King 0
H. Overy, c & b King 0
O. B. Raven, b Lacey 1
B. Pelheram, c Hunter, b Randle 3
R. E. Lindsell, not out 0
Extras 3
Total 62

BOWLING ANALYSIS.
O. M. R. W.
Lacey 10 2 21 7
King 9 0 38 2
Randle 0 1 0 1

I.R.C. 2ND v. C.S.C. 2ND

At Sookumpoo, Indian R.C. 2nd XI defeated Civil Service 2nd XI by five wickets.

Encouraged by the opposition bowling which was obviously tiring towards the end, the Civil Service batsmen hit out to good effect and set the home team 161 runs to win.

Edmonds, with 30 runs to his credit, was the highest scorer, whilst Westlake and Carr collected 27 and 29 in quick time.

Stout-hearted hitting by D. Mohamed (76 not out) was in a large measure responsible for the victory of the home team. A. S. Sufiad, after taking five wickets for 24, followed up with a nice batting display for 30 runs not out.

Civil Service 2nd XI.
R. S. W. Paterson, c A. R. Sufiad, b A. S. Sufiad 10
H. F. Harper, b A. S. Sufiad 5
V. H. Chittenden, c D. Mohamed, b A. S. Sufiad 0
W. H. Edmonds, st Butt, b M. P. Madar 80
J. F. Willmott, c M. R. Abbas, b A. S. Sufiad 0
R. H. Davies, c Kitchell, b A. S. Sufiad 0
W. J. Eldridge, c A. M. Rumjahn, b Sirdar Khan 14
H. F. Westlake, c Nazarin, b

Division II
C.C.C. 2ND XI v. H.K.C.C. 2ND XI.

The second string of Craigenower C.C. lost to Hong Kong C.C. 2nd XI by five wickets at Happy Valley.

Against consistent bowling, the home team knocked up 80 runs. Summers accounted for four wickets for 18 and Duckitt got three for 14.

C.C.C. 2nd XI.
D. Fritz, b Tait 14
E. B. Hamson, c & b Summers 25
Y. Abbas, b Duckitt 6
R. Basa, c Summers, b Duckitt 4
J. W. Leonard, c & b Summers 0
W. K. Way, b Summers 6
C. E. Wong, b Summers 4
E. Mowfung, b Duckitt 0
W. A. Youngsaye, not out 2
G. White, c & b Bradley 14
J. C. Fletcher, run out 1
Extras 11
Total 86

BOWLING ANALYSIS.
O. M. R. W.
Tait 8 1 30 1
Vallack 6 2 13 0
Summers 8 3 13 4
Duckitt 7 3 14 3
Bradley 1 0 5 1

Sirdar Khan 27
F. E. Booker, run out 8
R. Jones, not out 22
T. W. Carr, b J. M. A. Rumjahn 29
Extras 16
Total 160

BOWLING ANALYSIS.
O. M. R. W.
A. R. Sufiad 5 4 9 0
J. M. A. Rumjahn 6 1 20 1
M. R. Abbas 7 3 27 0
A. S. Sufiad 9 2 24 5
A. M. Rumjahn 3 0 11 0
M. P. Madar 4 0 16 1
Sirdar Khan 6 0 37 2

Indian R.C. 2nd XI.
M. P. Madar, c Carr, b Edmonds 22
A. Butt, retired hurt 18
R. Nazarin, c Davies, b Eldridge 9
D. Mohamed, not out 76
N. B. Kitchell, c Eldridge, b Westlake 2
J. M. A. Rumjahn, b Westlake 6
A. S. Sufiad, not out 30
Extras 2

Total (for 5 wks.) 166
Sirdar Khan, A. M. Rumjahn, M. R. Abbas, A. R. Sufiad did not bat.

BOWLING ANALYSIS.
O. M. R. W.
Eldridge 8 0 40 1
Chittenden 2 0 14 0
Westlake 8 3 25 2
Edmonds 10 0 62 1
Paterson 3 0 23 0

RECREIO v. UNIVERSITY 2ND

Despite a splendid first-wicket partnership between Guterres (13) and Alves (57) which realised 64 out of a total of 148, Club de Recreio lost to University 2nd XI by three wickets at King's Park.

S. R. Kermani, who carried his bat for 101 for the visitors, was the hero of the match. The University compiled 156 for the loss of six wickets. Scores:—

Club de Recreio
L. J. Guterres, c Hiptoola, b Aziz 13
H. A. Alves, b Chan Fook 57
M. F. Pinna, c Gan, b Hiptoola 16
J. E. Noronha, c Gan, b Hiptoola 9
Hiptoola 9
H. M. Xavier, not out 9
D. P. Xavier, b Sulliman 19
H. A. Barros, c Baker, b Sulliman 8
F. J. Remedios, b Baker 4
F. H. Carvalho, st Kermani, b Baker 3
D. Lopes, c Osman, b Baker 0
C. M. Sousa, not out 0
Extras 10
Total 148

BOWLING ANALYSIS.
O. M. R. W.
Chan Fook 7 0 42 1
Baker 10 3 20 3
Hiptoola 11 2 30 2
Sulliman 6 0 24 2
Osman 4 0 18 0
Aziz 2 0 4 1

University 2nd XI.
S. R. Kermani, not out 101
H. T. Barma, b D. P. Xavier 0
A. Chan Fook, b D. P. Xavier 0
A. B. Sulliman, b D. P. Xavier 13
M. B. Osman, b D. P. Xavier 1
A. Baker, b Pinna 9
T. E. Yeoh, c Xavier, b Alves 15
K. T. Loke, not out 8
Extras 9
Total (for 6 wks., dec.) 156

A. A. Aziz, K. P. Gan, F. Hiptoola did not bat.

BOWLING ANALYSIS.
O. M. R. W.
Souza 4 1 22 0
D. P. Xavier 10 0 31 4
Alves 8 0 32 1
Pinna 7 0 25 1
Remedios 2 0 11 0
Carvalho 2 0 16 0
Barros 1 0 10 0

ELECTRIC R.C. v. R.A.S.C.

At King's Park, Electric R.C. lost to Royal Army Service Corps by 15 runs.

Against 108 runs put up by the R.A.S.C., the home team replied with 93.

Bowlers held the upper hand throughout, Pte. Fry (8 for 37) returning the best analysis. Scores:—

R.A.S.C.
Pte. Wingfield, c Dunbar, b Musket 8
Maj. Langmaid, c Paul, b Murdock 18
Cpl. Crowcroft, b Musket 5
Pte. Fry, c sub, b J. R. Way 9
L/Cpl. Fennell, l.b.w., b Banks 17
Pte. Andrews, b Banks 0
Pte. Lyons, b J. R. Way 20
Capt. Williams, c Paul, b J. R. Way 0
L/Cpl. Tavlin, b Murdock 10
L/Cpl. McIntyre, c Dunbar, b Murdock 4
Pte. Simpson, not out 2
Extras 15
Total 108

BOWLING ANALYSIS.
O. M. R. W.
Banks 10 2 25 2
Musket 9 2 22 2
J. R. Way 9 2 17 3
Murdock 0 2 1 0
Extras 15

A resolution to increase the subscription fees at the Kowloon Cricket Club was defeated as an extraordinary general meeting held on Friday night.

Total 108
BOWLING ANALYSIS.
O. M. R. W.
Banks 10 2 25 2
Musket 9 2 22 2
J. R. Way 9 2 17 3
Murdock 0 2 1 0
Extras 15

(Continued on Page 15.)

A resolution to increase the subscription fees at the Kowloon Cricket Club was defeated as an extraordinary general meeting held on Friday night.

Total 108
BOWLING ANALYSIS.
O. M. R. W.
Banks 10 2 25 2
Musket 9 2 22 2
J. R. Way 9 2 17 3
Murdock 0 2 1 0
Extras 15

(Continued on Page 15.)

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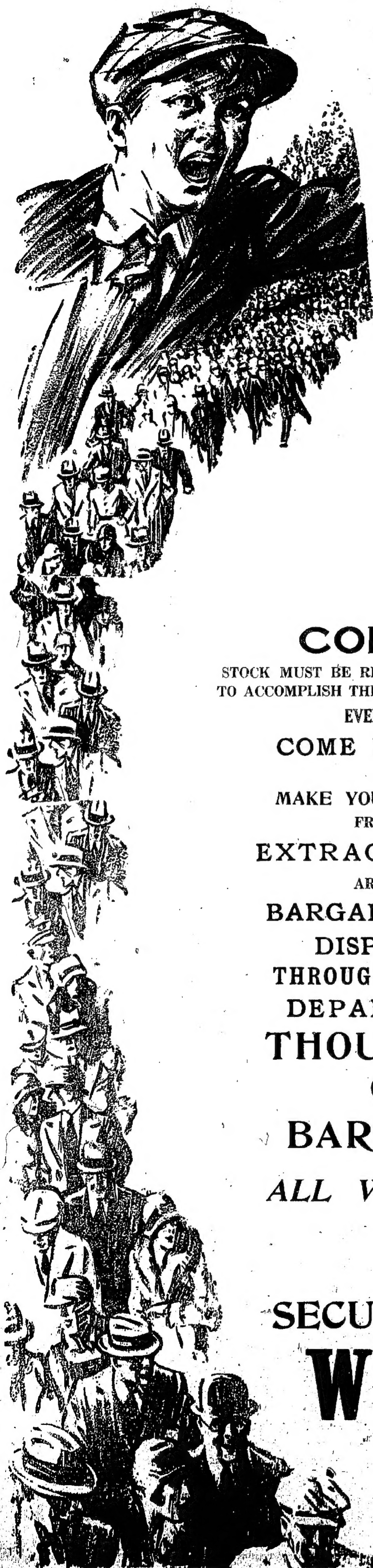
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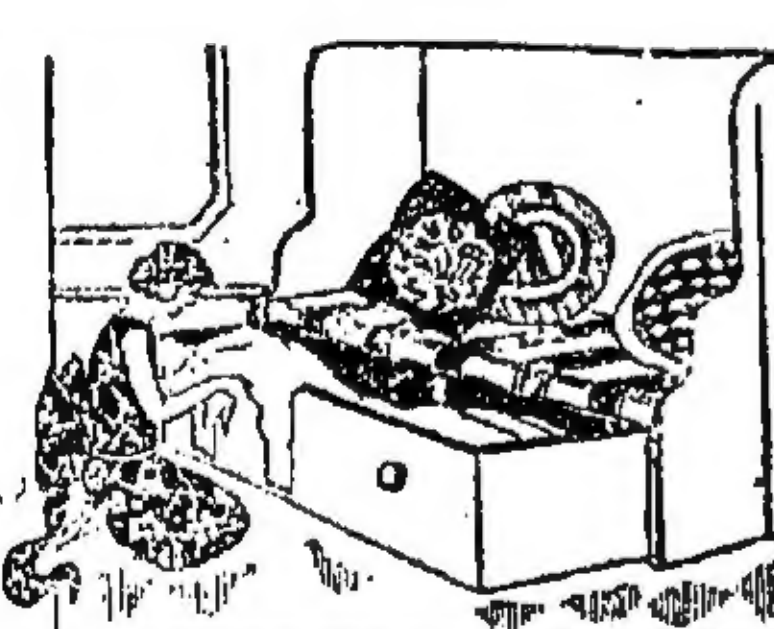
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Taipan Wins a Motor-Car

"Riches go the way of wealth," a common old Chinese saying might be translated broadly. It is used when a person who is comparatively affluent wins a big prize in a cash sweep or does something equally gratifying. It is singularly appropriate though, when used in connection with a Hong Kong taipan who has just won a motor-car, in a raffle of course, for the modest outlay of \$2.51. I suppose he bought the ticket or, rather, drew it, because he was asked to do it; and that he had no hopes whatsoever of coming by a car thus. But that is just the way of life. I am not at liberty to disclose the taipan's name. His friends all know it and all I can say is that his firm is a very old and big one—and to narrow down the guesswork—he is the director of the Hong Kong and Shanghai Banking Corporation.

Formerly in Hong Kong of Lieut. Hong Kong C. C. L'Estrange Grant, R.N.

who was tried by Court Martial on H.M.S. "Berwick" here last summer, will learn with pleasure of his appointment to H.M.S. "Empress of India," a 25,000 tons battleship in the Atlantic Fleet. The trial was noteworthy for an unintentional remark by the prosecutor about the Hong Kong Club and a reply thereto by the defending solicitor who, however, emphasised that he "held no brief for the Club." Lt. Grant came out on "Berwick" for a second spell of duty on the China Station, having been here some time before that. He was appointed to his present rank on Feb. 15, 1923, and is qualified in Submarine duties.

China's Kowloon, from Paris Railways to Peking—not by air but on rails and

making use, of course, of the great Trans-Siberian Railway, now apparently in very good working order. This railway, indeed, appears to be the only sensible and practical concern the Russians have in hand, and it came to them from the much despised Romanoff regime. We admire it immensely, all the more because it will be absolutely essential in the linking up of the far-off West with the Far East. Years and years ago the phrases quoted above were even more vital than they are to-day, for then (say fifteen to twenty years ago) China really seemed to be forging ahead with her railways, and the probability of one completing by rail the journey from Calais to Canton or Kowloon was regarded as being merely a matter of time. And it has been a long time, much longer than even the most pessimistic would have ventured to predict.

But now that China, for the first time for at least fifteen years seems really at peace—(we must for the moment forget the little squabble in progress at present in Szechuan)—there is again some hope of the necessary railway projects materialising in China. What is wanted most is a grand trunk line—or two lines, as the distance is so vast—between Hankow and Canton. At the present moment travelling by rail from Calais to Hankow is quite feasible and has been done more or less regularly for many years past. But the railway schemes to link up the Yangtze provinces with the South have long been in abeyance, though surveying has taken place and, in certain parts, work actually undertaken. But we still seem to be a long way from its realisation. It will come, however, for it is bound to come. China cannot always remain so sparsely served with railways and, therefore, we may safely conclude that before many years are past Calais to Kowloon by rail will be regularly accomplished.

A Perennial Topic

The water shortage is always a good topic of discussion nowadays, even though the Government has intimated that recourse may be had to water tanks on the Praya, if necessary. One argument against the present system of a "constant" supply through the rider mains to the street fountains is that because there must be a percentage of wastage, the two hours per day through the taps would be more economical. It has been proved by figures that such is not the case—that the quantity of water drawn through the fountains day and night is less than that consumed

in two hours per day from the taps. Another "grouse" which Europeans seldom hear of is that the amahs and other women who go to the fountains, many of whom wear wooden clogs, are so liable to slip on the wet street surface and thereby suffer nasty accidents.

Tongue a Terrible Thing

What a terrible thing a tongue is says the China Express & Telegraph (London), adding:—"A District Officer in the Malay States not long ago received a visit from the Governor. Sir Hugh, after looking around in Court and Kampong, fixed his eagle eye on the official's quarters. 'Aha,' quoth he, 'they do you chaps very well nowadays. When I lived here I had to hang out in a little atap shanty with a leaky roof.' 'Yes, sir,' was the naive response, 'but we've developed the country and made quite a lot of progress since your time.'—I wonder if there is a parallel for Hong Kong, say, with Sir Cecil Clementi and a Cadet, in it?"

Nailed "in rem" in the Supreme Court, Admiralty Jurisdiction, last week. How many

laymen are aware, I wonder, of a curious part of such proceedings? In civil actions, a writ is served personally, or by substituted service, or "out of the jurisdiction," etc. When a vessel is made the defendant, the Court Bailiff nails the writ to the mast! An action "in rem" is one in which a plaintiff proceeds against the property in relation to which the claim has arisen—in last week's two cases, the vessels and their appurtenances. The Chief Justice (Sir Henry Gollan, C.B.E., K.C.) had occasion to recall the dictum of Mr. Justice Hill that a ship is an inanimate object and that it is not correct to say that one "gave" it credit. The principal witness in the *Poo Tye* case said he visualised the captain when he said he looked to the ship for payment.

Labour number of persons of vaccinated free of charge in the Colony week by week constitute excellent testimony to the usefulness of the St. John Ambulance Brigade. But emphasis has not been laid on the sacrifices made by Red Cross members in their labour of love. I had a chat with one who had a "pitch" in town the other night. I found out that the Ambulance men have to pay their own travelling expenses going to and fro in addition to volunteering for so many hours per day or evening. One of the ferry companies, I was told, does accord some recognition, valuable, because the Mongkok division, having finished their own area, cross to Hong Kong every night.

Encouragement can be taken, however, from the change in attitude of the majority of Chinese towards vaccination as a preventive against small-pox. Only a few years ago, there was not only reluctance but opposition, as well. Now even the uneducated coolie comes forward gladly to be "done up." But there have been misunderstandings during the last few weeks, if only of a minor character and not like the trouble before. In one or two instances, Ambulance men on vaccination duty have been, shall I say, threatened!

Ex-Merchant Magistrate to Leave

Mr. Fung Pak-lau, magistrate to the district of Sanwui, is reported as about to vacate office shortly. His successor is Mr. Yim Pok-kau, a former holder of the office. Complaints have arisen in connection with Mr. Fung's policy in the matter of road construction. Mr. Fung is well known in business circles in Hong Kong.

Five Cadets are on their way out to join the Hong Kong Civil Service.

Two are on the *Kushgar*, due on Jan. 18, their names being D. K. Stark and R. C. Wilkinson. The other three, on the *Macdonald*, due on Feb. 1, are J. H. B. Lee, E. Himsforth and D. M. Macdonald. Five is a record number of Cadets sent out by the Colonial Office in any one year. The number being higher than usual is due partly to the fact that a number of Cadet Officers have been promoted to other Colonies, and partly because there has been

no appointment since 1926. In 1899, four Cadets came to Hong Kong. They were the Hon. Mr. E. D. C. Wolfe, C.M.G. (now Captain Superintendent of Police) transferred from the F.M.S.; Sir Cecil Clementi, K.C.M.G. (now H.E. the Governor); Mr. Justice Wood (now Puisne Judge); and Mr. S. B. C. Ross, who was also transferred from the F.M.S. and who died in 1923.

Fourteen Cadets have been appointed to Hong Kong since the War, one of whom, Mr. J. H. B. Nihil, has been transferred to Iraq. Those coming out will bring the total to 19. In a corresponding period before the War, that is from 1904 to 1914, 17 were sent out, of whom one has retired and two have died. Including the newcomers, 65 Cadets have been appointed, since the inception of the Service in 1862. In other words, more than half came out during the last 25 years; and in the 11 years after the War, the number of appointments is 19 as against 17 for the same number of years before the War.

Rowing Man been able to Among Them obtain particulars about the career of one of the new Cadets, sent me by a correspondent. I notice that he is a rowing man, which should make good news for the small but robust community interested in the sport. Mr. Eric Himsforth, B.A., is the elder son of Mr. and Mrs. H. J. S. Himsforth, of Spencer-street, Carlisle. He was educated at the Higher Grade School, Carlisle; Silcoates School, Wakefield, and Merton College, Oxford, where he graduated with honours and also obtained his college rowing colours.

You all know my Well I H.K.O.M.A.A. (Hong Never! Kong Organisers' Mutual Admiration Association), don't you? Well, it seems they have something like it at Home. Listen to this, from London:—

Those to whom a "brilliant" first night suggests a gathering of all the peerage would be woefully disappointed with the reality. Titles, as a rule, are very few and far between, and those that do figure on the first-night lists are seldom of any great importance. Nor is intellect any better represented, for it has to be confessed that the Intellectuals are more and more disposed to neglect the commercial theatre of to-day, and it is only on some very special occasion—such as the production, say, of a Tchekhov play—that you will see them in the audience. First nights, in fact, like the Embassy Club, are mainly supported by a comparatively small mutual admiration society; but whereas the latter is undoubtedly socially brilliant, the average first night only scintillates from that point of view in the eyes of those who count it among their chief amusements to attend such functions.

Expansion by the Canadian Pacific Co. on the Atlantic leads one to presume that the day is not far distant when that enterprising concern will exceed—if that were possible—the present palatial accommodation on the Pacific Express liners which call here regularly. A big step forward has been taken as will be shown. And the *Empress of France* has been sent out here and has completed a round trip. Says the organ of the Navy League: It is only comparatively a few years ago that those who made the slogan "Twenty Knots to Canada" were regarded as hopeless idealists whose aim could not possibly come within the region of practical politics. Now the Canadian Pacific has placed an order for a new *Empress of Britain*, a ship of 40,000 tons gross with a speed of 25 knots, and there is no doubt that she will be well patronised, not only by Canadian travellers but also by the numerous travellers to the United States who find the St. Lawrence route a delightful one and who are using it in increasing numbers.

Nearby flourishing city Clites less than half a Up-to-Date day's steam from Hong Kong, and its port, Paklai, are becoming more up-to-date every day. On New Year's Day, a correspondent writes, an aeroplane went up and distributed handbills. Then cleansing campaigns were carried out in both places.

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What must be the proportion of grown men and women whose eyes are imperfect? Compulsory testing of school children is comparatively new—the vast majority of people over thirty years of age have never had their eyes tested. According to estimates placed before a recent Royal Commission, over 16 million people in Britain are suffering from defective sight—out of a total population of 47½ millions. If eye-testing of adults were made compulsory, it is probable that not one but two, or even three, out of every four would be found to suffer from some visual defect which glasses could set right.

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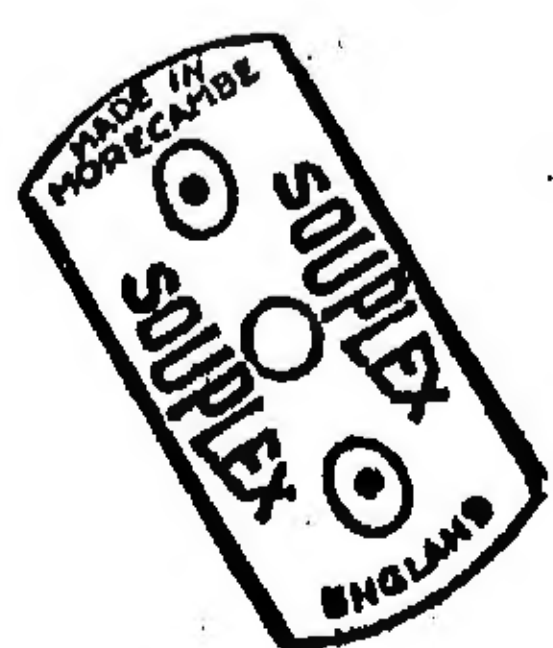
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HONG KONG, SUNDAY, JANUARY 13, 1929.

A Step in the Right Direction

It has not, we are happy to record, taken long for some of the good seed sown by Sir Cecil Clementi in Whitehall to be reaped in Hong Kong. We refer to the announcement published in another part of this issue that power has been received from Home for the Hong Kong Legislative Council to be increased, in regard to Unofficial Members, in strength from six to eight. An increase of two in the number of Official Members is also authorised, obviously to maintain the Governmental majority, and this is a step which cannot be considered unexpected. Our concern, of course, is with the additional Unofficials, for it points to Kowloon in future possessing at least one representative on the Council. Sir Cecil, it may be remembered, before he departed on leave, definitely stated that, in his opinion, Kowloon should have a voice in the deliberations of the Council, and whilst at Home, in an interview, he repeated these sentiments, which, shortly, will be carried into effect. In this connection H.E. the Governor deserves the thanks of the Colony as a whole, and we venture to congratulate Sir Cecil upon accomplishing in such a short period of time something which he felt was in the interests of Hong Kong as a part of the Empire and Hong Kong as a place to live in.

Conjecture, most naturally, is rife as to why two additional appointments to the Legislative Council have received official sanction by the Secretary of State for the Colonies. In the new instructions under the Royal Seal Manual concerning the constitution of the Councils, Executive and Legislative, there are no indications as to where or to whom the extra Councillors will be allocated. A surmise which is quite reasonable—and one for which we have entirely no authority whatever for advancing—is that Kowloon will absorb both appointments, one for a European and the other for a Chinese. It seems obvious, however, from a reading of the new instructions, that the power to appoint is vested in the Governor and we must, therefore, await an official announcement of some kind upon this very important point.

The point, of course, is full of interest, for none of the Unofficial Members of the Legislative Council, as at present constituted, is elected in the real sense of the term. None, also, has to represent such widespread interests as a Member for Kowloon would have to represent. It is not to be considered for one moment, we suppose, that anything resembling the establishment of election machinery will result from the sanctioning of these additional seats on the Council. Two alternative methods of election, or selection, therefore suggest themselves. One is through the Kowloon Residents' Association and the other is through the Jury List. The former, we most definitely state, should not receive one atom of consideration, for that body, an admirable body, is in no sense representative of the people of Kowloon. The latter method, through the Jury List, would be the most workmanlike and, under the circumstances, the most satisfactory. Which is not to say, however, that it is a method in any way perfect or one which would satisfy the aspirations and wishes of the people generally. However, we have to be thankful for small mercies, and the step authorised in the new instructions is most decidedly one in the right direction.

HONG KONG FAIRY STORIES

In view of the favourable reports, tappers are booking seats en bloc for their assistants during the Shaw season.

Canton having purchased some new aeroplanes, offers of arms are coming in fast.

Mr. Jenkin is going to write an introduction to the life story of Carvalho Yeo.

Anybody but a sportsman can get on these days in Hong Kong.

The Police are allowing all true Britons to let off six "crackers" every time a foreign warship comes to the Colony.

We will all be alive and smiling when that railway trip from Kowloon to Calais is an accomplished fact.

Appreciating the value of wind-tunnels and the other results of good living one of the European dictators is recruiting a few gasbags from Hong Kong for instructional purposes.

The Young Idea

Two schools of thought conflict with each other in their views on the social evolution of the Chinese youth in Hong Kong. There is the imitative type of Chinese boy, who cannot even qualify for "loange lizard" or the "manikinish" namby-pamby so well known in some western countries. Fortunately there are not many of them. They are recognised by an exaggeration of Oxford bags which a Whitechapel old clothes shop would not display. Several years later, they have heard that wide trousers are smart. Wide they therefore must be for those upholders of inelegance. Less in numbers are the really immaculate young men who drive multi-hued sports cars with under-developed hands in canary gloves, disdain football because it attracts the masses, studies each new dance step assiduously for want of something better to do, becomes ultra-modern and, the next day, reverts to the oldest of old-fashioned Chinese practices by taking unto themselves each a brace of subsidiary but none the less amorous wives the refuse to be dubbed concubines. As rare as oases in the desert is the product of benevolent influence of environment on character. There are also a very few who have imbibed Occidental culture and then gone back to the recognised Chinese style of living. There is no true type of conservative or radical, but a bit of everything rolled into one, despite what the protagonists of the two opposed sets might say as to what is good and bad. From careful observation we can only conclude that time must take its course before we can decide which school of thought is right.

No Room for Them

It has not, as the pessimists predicted, taken long for a war of some sort to break out in China; and this time it is our old acquaintance, Yang Sen, who has set the ball a-rolling. Luckily the affair is confining itself to the Upper Yangtze reaches, in far-away Szechuen, and there are indications that the area in arms will not materially increase. Yang Sen's troops, if they get very far on the sea side of Ichang, will, of course, find themselves in conflict with the Nationalist adherents, who control the Wu-Han cities. In such a case Nanking itself might reasonably send a force against him, though we suspect that the last thing Yang wants is to declare open opposition to the ruling powers in North China. Before anything of this kind can occur, however, the whole affair may fizzle out. The "scrap," such as it is, has gained an amount of prominence solely because it happens to be the only instance of war-like operations in the whole of China; this fact alone, indeed, invests it with a prominence out of all proportion to its militaristic worth. As it happens, if the latest reports are to be believed, much of the fight seems to have been knocked out of the ferocious Yang who, in his campaign against General Liu Hsiang, has been badly "let down" by other minor lordlings with equally rapacious ambitions regarding the procuring of a lot of money and at least a little power. Wansien, it is said, is now free from his activities, and the news is good news indeed; there is no room in a China striving for self-determination for these petty warriors and rabble organised as bandits.

Difficulty of Dying

Nature holds us to life with a tighter and tougher grip than we often suspect. With heroic fortitude, we are inclined to contemplate death as soon as we catch a cold or trip on a door-step. There is a melancholy magnificence in the prospect. We rather like playing at martyrs, modestly dribbling our life away with a sprained wrist or a sore head. But to die is not so simple as that. Recently a mother, on being told that her baby had been drowned, dragged the body from the bottom of a creek, and raced by car with it, in unreasoning panic, to a doctor's surgery. The doctor was out. Her last slender hope gone, she turned back for home on the way. She squeezed the baby's stomach. It uttered a cry. It was as if some strange spring of life had been touched. The baby lived. Despite the scientific certainty of the American method of legal killing, friends of Ruth Snyder calculated that if they could have got her body out of the electric chair, they could have revived her by injecting adrenalin to the heart. An unsympathetic and unspectacular warden barred the experiment by getting the body first, and holding the autopsy. But had the heart stimulation been possible, there is every chance that Ruth Snyder would have lived again. All of which is a serious challenge to the age-long monopoly of the cat.

WHAT THING

by "CAN DO."

"A strong man, Primate Of All England fit," is the most apt description of Dr. Cosmo Gordon Lang, the new Archbishop of Canterbury. Dr. Lang began his great life's work as a curate at the parish church in Leeds. For three years he worked in the slums of the Yorkshire town, preaching to workers and warehouse hands, penetrating into out-of-the-way corners and dark byways, until his zeal and fearlessness gained admiration. Later he went as Vicar of Portsea, near Portsmouth, handling a working-class population of 40,000 with six churches. He put the place, spiritually, on the map, and Queen Victoria, intensely interested, made him one of her honorary chaplains. Then came Stepney, with its poor population of 670,000, and in time the Archbishopric of York. All his life Dr. Lang has possessed perfect health.

There was a time when Will Bottom Rung Fyffe, the famous Scottish comedian, was so poor that he was glad to earn a shilling carrying a traveller's bag to the railway station. That was when he got his first engagement eighteen years ago. It took years of hard work before he reached his present position on the ladder of success. He has been making a hit with new songs at the London Alhambra, and is leaving shortly for another visit to New York, where he has a following as big as that of Sir Harry Lauder.

Few Scotland Yard East to officers have had such varied experience as Mr. H. G. F. Archer, who has been appointed Deputy Assistant Commissioner of the Metropolitan Police. He rose from the lowest ranks in the Egyptian police force, which he joined in 1903. During the disturbed years of 1919 and 1920 he was sub-commandant of the Cairo police, which was composed of native policemen and officers with a sprinkling of Europeans. He had to deal with numerous gangs of cocaine and hashish smugglers and white slave traffickers.

Love and matrimony expressed in unemotional figures make surprising reading. At the end of each year Britain's Registrar-General collects the romances of the nation and sorts them out. He works from the sublime to the meticulous, indifferent alike to the breath of passion, or the glow of adoration. And when he has found out how many men over ninety answered to the call of Spring, or how many widows re-entered the portals of wedded bliss, he issues the Civil Statistical Tables, a dull name for an inspiring work. The Statistical Tables for last year make thrilling reading. They throw a searchlight on the matrimonial habits of the people.

Here are just a few interesting facts gathered and grouped by the Registrar-General.

Nearly a hundred octogenarians and one man of ninety were married last year.

Fewer widows and widowers are giving marriage a second trial.

Two women, aged over eighty, got married for the first time.

A man of over seventy married a girl aged eighteen, and several other septuagenarians married girls in the early twenties.

Two boys aged nineteen married women in the forties.

Quite a number of boys under twenty married women twice their age.

The illegitimate birth rate during the last seven years has gone down very considerably.

The report reveals that the highest illegitimate birth rates are in the villages and rural districts. Taking the country as a whole, however, less than six out of every 1,000 unmarried women gave birth to illegitimate children in 1927; the number in 1921 was nearly eight, and a generation ago it was nearly ten.

Of the eighty-four men aged eighty and more who married during the year, the majority were widowers, but four took the plunge for the first time; their ages were eighty-two, and eighty-six respectively. The man of ninety who married was a widower. The brides of these octogenarian bridegrooms were fairly evenly divided between widows and spinsters. Many of

them showed a preference for brides who were in the first blush of their youth. Of the ten women over eighty who married, eight were widows and two were spinsters. Thirty-four girls of fifteen years of age got married during the year, 383 girls of sixteen, and 2,290 girls of seventeen. Several of these married men in the late forties and fifties.

It used to be said that whenever a Scotsman got to London he never went back home again—unless it was to fetch his brother. According to Lord Dewar, however, the gibe is quite out of date.

"As a matter of fact," he remarked recently, "there are not nearly so many Scotsmen travelling down to London as there used to be. They get born in London nowadays, so as to save the fare."

Mr. C. H. P. Mayo, the author of "Reminiscences of a Harrow Master," tells an amusing story of a youthful scholar in an elementary school, who wrote the following sentence on a blackboard: "There is no such word as 'fale'."

"Why don't you correct him?" asked a visitor of the teacher.

"His statement is absolutely correct as it stands," was the calm reply.

The Arctic explorer, Eskimo Fridtjof Nansen, says that among all his experiences, it remained for an Eskimo to give him the biggest surprise of his life. The man actually made a pun; and not a bad one, either. Nansen had come upon one of the little conical ice huts, called igloos, in which these people live, and addressing the occupant in the Eskimo dialect, he said:

"I suppose you will stick pretty close to home this winter?"

"Yes," said the Eskimo in good English, without the suspicion of a smile; "Igloo myself here until spring comes!" It turned out that the man had been to a mission school in Alaska.

The great mass of the people are requiring a higher standard of life than was customary when I was a boy," is the opinion just expressed by Sir Hugh Bell, the veteran ironmaster. Sir Hugh tells a good story to illustrate his maxim that in business one should not try to get the best of the other fellow. A man bought a horse for what he considered to be a very low price, and asked the seller what was wrong with it. "Oh, there's only two things wrong with him," was the reply. "He's a devil to catch, and when you've caught him he isn't worth a damn."

It has rarely been a Dauntless fallen to the lot of a woman to be such a power in international affairs as Dame Edith Lytton, whose bitter attacks on the traffickers in women have made her a force to be reckoned with. For some years in succession she has attended the Assembly of the League of Nations, her vivid, smiling manner, masking the ruthlessness of which she is capable when leading the gallant band who have declared war on the world's vice merchants. Dame Lytton is a crusader born. Twenty years ago she fought against the hardships suffered by girls in the dressmaking industry. She gave her campaign a novel touch by writing a play about it—"Warp and Woof"—and it had a good run in London. She is a Governor of the Old Vic, and a member of the Shakespeare National Memorial Committee.

Mr. John Drinkwater, who is as good a raconteur as he is a dramatist, is a staunch believer in freedom for the individual. A day or so ago I heard him tell the following amusing story of his recent visit to America. He was in a small town in the Middle West, and an English acquaintance was anxious to have a drink. He approached the local policeman, who pointed to a church and said, "Do you see that place?" "Yes," replied the Englishman; "but surely I can't get a bottle of whiskey there." "No," said the officer, "but that's the only place in this town where you can't get it." Then Mr. Drinkwater became serious. "Whether we like drink or not," he said, "this interference with the private affairs of individuals is a dangerous feature of modern life."

HONG KONG \$ DIRECTORY

1929 issue.

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FESTIVE SEASON ON H.M.S. "SIRDAR." — At left, the "Pearly King" ("Spud" Murphy); above, his bride—in B.V.D.'s and a sheet; at right, the mock wedding during the holidays on shipboard.



REAR-ADMIRAL STOTZ.—Now in Hong Kong. — (By courtesy of Mr. Charlie Wong).



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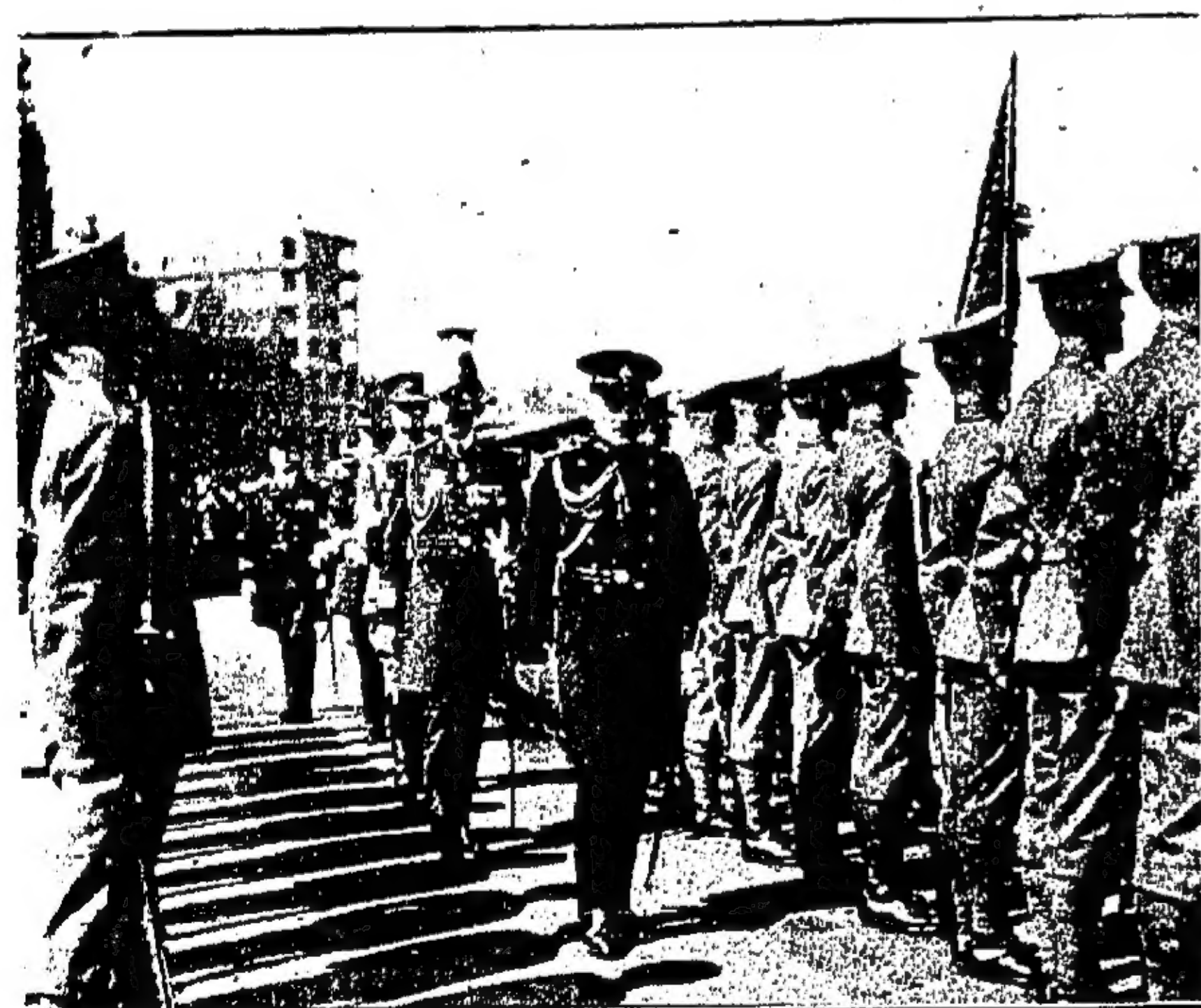
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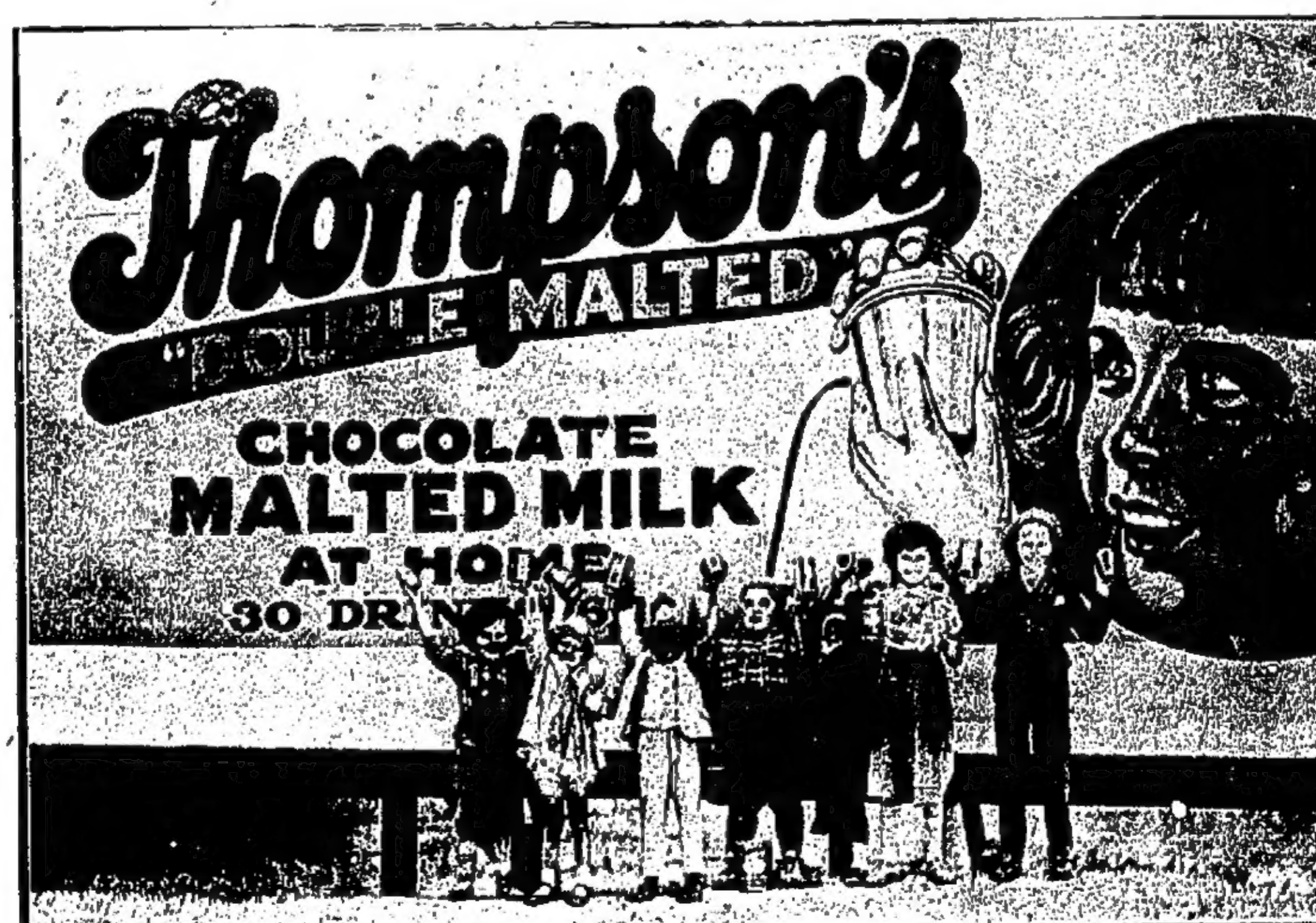
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MEDICAL GRADUATES OF THE UNIVERSITY, HONG KONG, 1928.—Left to right: Chua Boon Teck, N. P. Karanjia, C. Vephula, Dr. T. Y. Li, Professor C. Y. Wang, Wong Yan-kwong, Yang Lin, Wu Ta-piao, Sunder Raj.—(Ying Ming).



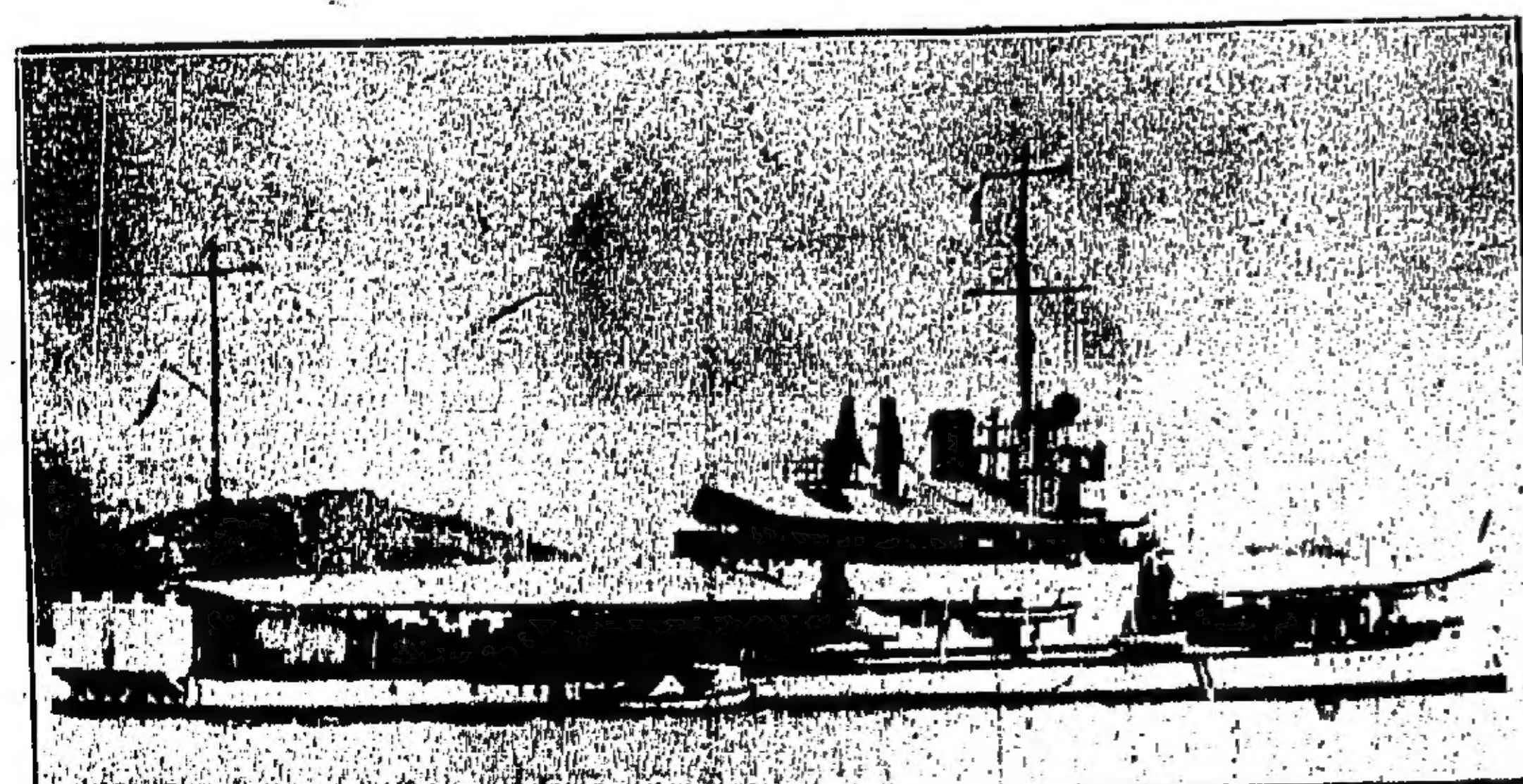
REAR-ADMIRAL HOEKSTRA.—Commander-in-Chief of the Netherland-Indies Fleet, inspecting the 1st Bn. Queen's R. Regt. guard of honour on landing at Queen's Pier. He is the figure in the cocked hat nearest the camera, behind Capt. Whyte, A.D.C.—(K. Fujiyama).



APPROBATION OF "OUR GANG":—"Our Gang," popular with all cinema audiences, were recently entertained at the Thompson's Malted Milk Company's Factory at Wisconsin, U.S.A. The "gang" are staunch supporters of the popular beverage.



CANTON TO PEKING.—General Li Pin-hsien, who has been on active service in both extremes of China. He is commander of the 8th Nationalist Army Corps, a member of the Hupeh Provincial Government and Garrison Commissioner of Hankow.



BRITISH WARSHIP ON THE WEST RIVER.—H.M.S. "Moth," a 645 tons gunboat, one of five on the West River. She carries two 6 inch guns and one 3 inch. Most of the West River Yangtze British ships are of this type.



OFFICIAL LANDING.—Rear-Admiral Stotz, commander-in-chief of the French Fleet in the Far East, who is visiting Hong Kong on the cruiser "Jules Michelet." There was an official landing at Queen's Pier. He is seen inspecting the guard of honour from the 3rd/15th Punjab Regiment, following Capt. A. J. L. Whyte, Aide-de-Camp to H.E. the Governor. — (By courtesy of Mr. Charlie Wong).



IN A FANCIFUL ROLE.—Mr. Ma See-tang, the \$60,000 a year Cantonese actor and "leading man" in the Tai Law Tin troupe, seen in a fanciful role.—(Wo Cheong).

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White Taffeta Creation



White taffeta frocks have been rare; but here is a formal evening creation trimmed with rose taffeta. The bodice is tight-fitting but the difference between this and other smart frocks lies in the uneven waist and hem lines. White satin shoes and crystal beads are worn with the gown.

POTATO FRITTERS

Required: Half a pound of potato pulp, 2oz. of sugar, 2 tablespoonsful of milk, a little spice or lemon or other essence, the yolks of 2 eggs, and the white of one, and a few currants or a tablespoonful of chopped candied peel. The potatoes should be roasted in the skins and sieved while warm, then added to the other materials gradually. The white of the egg

should be beaten and added last, after the mixture has been well blended. Take the mixture up a spoonful at a time, and fry in plenty of hot fat to a good brown. Then dust with sugar and serve. These are very plain, and, if liked, they may be made in small balls by adding a larger proportion of potato, or made into little cakes, then flattened out quite thin and about the size of the top of a tumbler, in this way they are cooked quickly.

PARIS NOTES

Clothes For The Riviera

All black and all white and a combination of the two are chic this season for sport and semi-sporting clothes. A white wool skirt and jumper has a black cardigan flecked with white, worn with a black felt hat and a scarf and belt striped black and white.

Cardigan coats in patterned satin and foulard are worn for smart occasions as well as for sport. A beige and red small-patterned foulard cardigan looks well over an all beige jumper suit of crepe worn with a red hat, beige belt, and pochette.

White wool frocks are worn with black and white tweed coats. A black jersey suit with a gay beige and red wool scarf has a black top coat of "matt" lined beige wool fabric and embroidered.

For Biarritz white and red will be much seen, as well as two shades of green. All white is always fashionable, and if relief is necessary then black or green are best. There are also some smart ensembles in white flannel, with sweaters in black and white stripes.

The prevalence of black for sports clothes is a new and interesting fashion point. Many women have discovered the many becoming attributes of black, especially in a clear sunlit atmosphere. A wardrobe mostly composed of all black and all white eliminates unnecessary garments, and such a dress scheme for day or evening can be sure of a certain sartorial exclusiveness that is all to the good.

Printed Velvets



Gay Patterns and a Variety of Designs as Well as Dull and Bold Colours Delight The Eye in Winter Models.

The printed velvet costume has taken the place of the printed chiffon that had such a vogue during the summer season. Printed patterns in small and large designs, colours in every hue and fabrics from the sheerest to heavy weaves all are seen in strikingly colourful and beautifully effective winter models.

From the very wide field accorded these patterns, the uses of printed velvet are varied. It creates a suitable dress for the afternoon in bold colours and striking patterns, or is subtly subdued with tiny floral or geometric patterns in other models in duller tones. In the evening it also appears in a variety of shades from the delicate pastels to the more vivid tones with designs of a harmonising nature. Even gold and silver threads are worked into these formal velvets with stunning results.

All sorts of colours and colour combinations are used. From tones which are more or less of the same depth, they appear in patterns which bring a startling contrast. The smaller patterns such as dots, cubes and checks being favoured for sports and informal gowns while the afternoon and evening dresses favour larger patterns of floral as well as modernistic patterns.

Doris Dawson wears a most successful costume in printed velvet in First National's "Naughty Baby." It illustrates the charm of the pliant, form clinging velvet in a two-piece afternoon suit in which rose, blue and orchid tones are blended in a conventional design. A semi-circular skirt, and matching jacket proclaim its chic. Sleeves of orchid dyed fox and gardenias to match complete a smart ensemble.

Simple and Graceful



A smart ermine evening wrap. It is strikingly simple and graceful.

GOOD THINGS TO EAT

Waffles

One egg, one pint of sweet milk, two tablespoonsful of butter, three teaspoonsful of baking powder, one tablespoonful of sugar, flour to consistency of hot cakes.

Sea Foam

One cupful of brown sugar, one cupful of granulated sugar, one-half cupful of hot water, one-half teaspoonful of vinegar, whites of two eggs beaten stiff. Cook sugar and water until it spins a thread, add vanilla and beat slowly into the whites of the eggs. Drop from a spoon on greased dishes.

Peppermints

One cupful of granulated sugar, eight tablespoonsful of water. Boil until it spins a thread. Take from fire and quickly add one cupful of confectioners' sugar and 12 drops of oil of peppermint. Drop on oiled paper.

Creamy Fudge

Three cupful of granulated sugar, one-half cake bitter chocolate (small size), one and one-half cupful of milk, one large lump of butter. Cook until it forms a soft ball in cold water. Then let stand until cold, add vanilla and beat. Pour in buttered pan.

Concerning Ices

Water ice is sweetened fruit juice, diluted with water and then frozen. Sherbet is mixed like a water ice, but dissolved gelatin or beaten whites of eggs are added.

Frappe is water ice mixture frozen to a mush, using equal parts of salt and ice in freezing.

Fried Chicken Maryland

Sprinkle pieces of chicken with

Evening Frock



An evening gown of sheer souffle with a trailing design of rhinestones about the snug bodice and bouffant skirt. A bow of rose ribbon appears on the left hip, matching the satin slippers with ornamental buckles.

salt and pepper, and coat thickly with flour, having as much flour adhere to the chicken as possible. Melt cupful of lard in hot frying pan, and when hot add chicken a few pieces at a time, and cook slowly, turning frequently until chicken is tender and well browned. Arrange on a bed of hot, boiled hominy and garnish with parsley. Serve with or without cream sauce.

Macaroni Italiana

Boil some macaroni until tender, and put it into some tomato sauce in which is incorporated a good handful of grated cheese. Serve very hot.

To adjust a "loping" pendulum-clock, shorten the pendulum by very slightly turning the screw below the bob in a clockwise direction. A "gaining" clock, of course, requires the reverse treatment. A hanging clock should be so adjusted that the pendulum swings equally to right and left of the centre line.

A pendulum clock with a barrel body in a wooden or marble case is frequently deranged by the body being twisted slightly during winding, so that the escapement cannot act properly.

Clocks which are placed on cold shelves in chilly rooms, and those subject to draughts, seldom keep good time. To correct this fault, stand the clock on a thick piece of felt or cork linoleum.

The risk of damp getting into a clock and setting up internal rusting of the mechanism may be reduced to a minimum by placing a small bag of unsalted lime on a toy saucer inside the clock. This will absorb any moisture that would otherwise corrode the delicate metal parts.

Where the oil has set hard, thaw it by holding the lighted end of a wax taper inside the clock for a minute or two; alternatively, the clock may be warmed thoroughly by placing it near a fire for several hours. Never hold a clock directly in front of a fire, especially if it is wood-encased.

To ensure smooth working of clocks, never allow the mechanism to run down entirely. And do not over-wind. Count how many turns the key will take to keep the spring at a nice, even tension, and keep to this number.

Distinctive Wrap



From a famous Paris dressmaker comes this distinctive evening wrap. Of black velvet with the new cape panel, its collar, puffs and panel are embroidered in seed pearls and crystals.

BEAUTY HINTS

[By Nancy Carroll]

One is more comfortable under-dressed than over-dressed. When in doubt wear the unpretentious frock, pass up the jewels, and leave the sables in the closet.

Never outdress your guests. If you know that Mrs. So and So will come to dinner in a street frock, resist the impulse to wear that new dinner gown that is certain to arouse Mrs. So and So's envy and make her evening miserable.

When accepting an invitation, always ask if it is to be formal or informal, you will save yourself many a bad moment that comes from being the only woman wearing an evening gown at an informal gathering, or vice versa.

Another pitfall for the over-dresser is the travelling costume.

Veteran globe trotters never indulge in silks, feathers or furs when boarding a train or boat—but the untraveller look upon it as an occasion to display the latest fashions from the home town. Jewellery is absolutely out of place when travelling, so are light coloured costumes and large hats. Fur coats are bothersome and a worry on a journey and should be packed safely in a trunk or left at home.

The theatre party is another occasion that generally finds the "dresser" overdone. Unless a formal dinner goes before or after the theatre, lowcut gowns and hair ornaments should be avoided. A dinner gown, even a smart street costume is correct for theatre. The opera, however, is a safe place to wear all the jewels, furs, tiaras and lace one possesses, although one will look a bit more chic if one is just a bit underdone.

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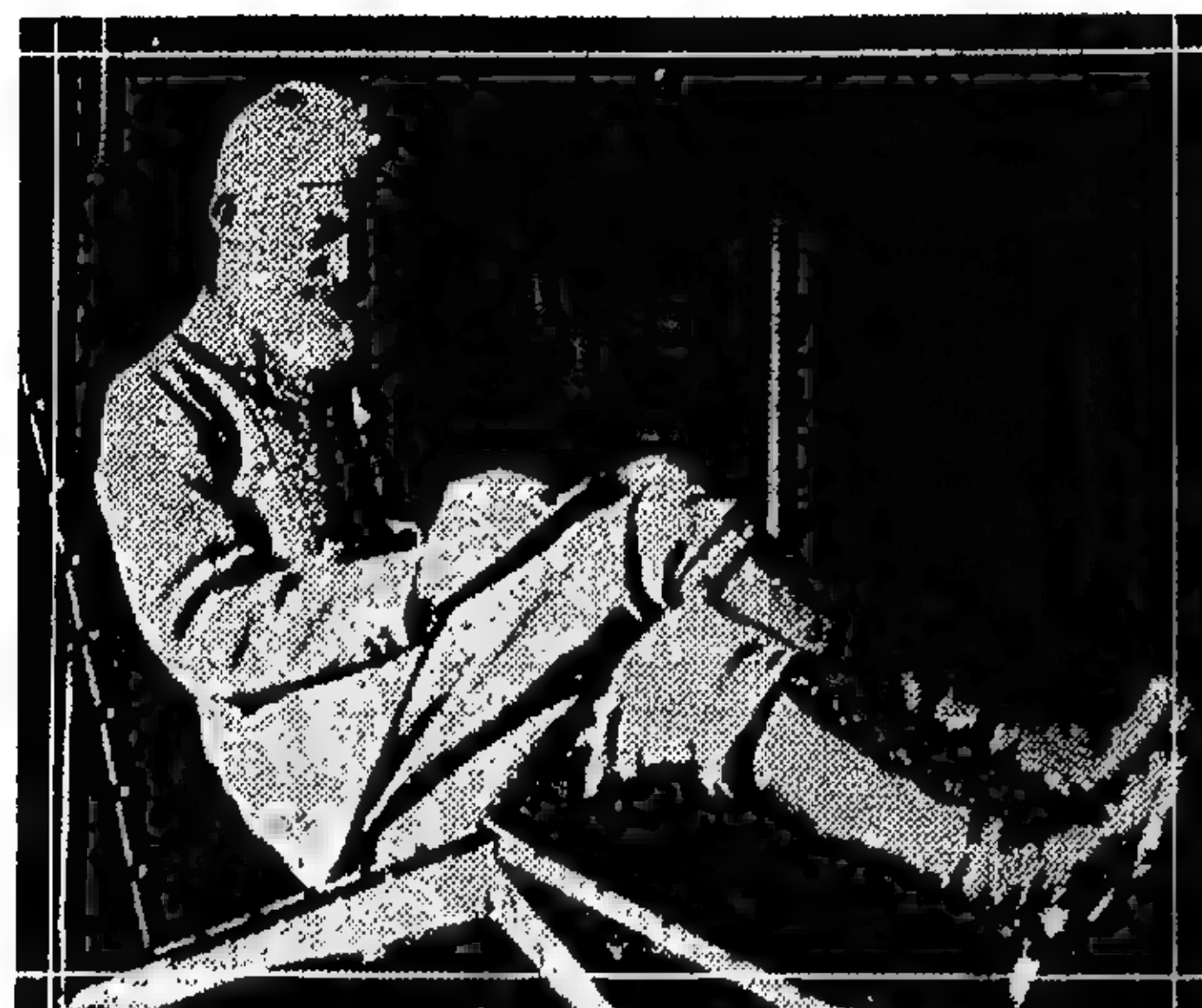
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ROUND THE GLOBE IN PICTURES.



George Bernard Shaw, Britain's greatest satirist, who has just written some remarks about the League of Nations, apropos the recent gathering of the League in Geneva, and some of whose plays have been presented in Hong Kong.



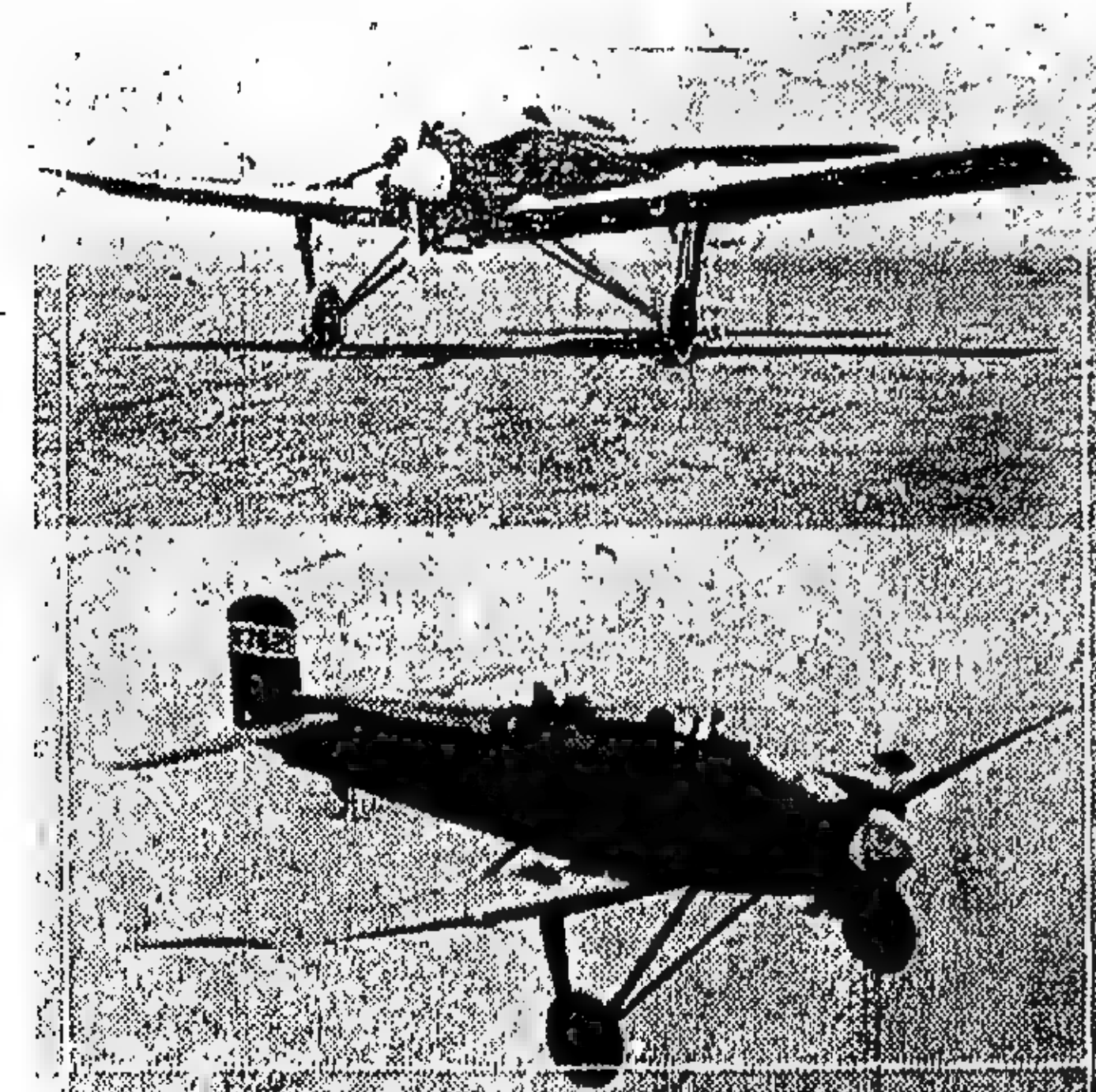
Berlin.—Martina, the Giantess, walking through the streets with some of her midget friends. She is Germany's tallest woman—7½ feet in height.



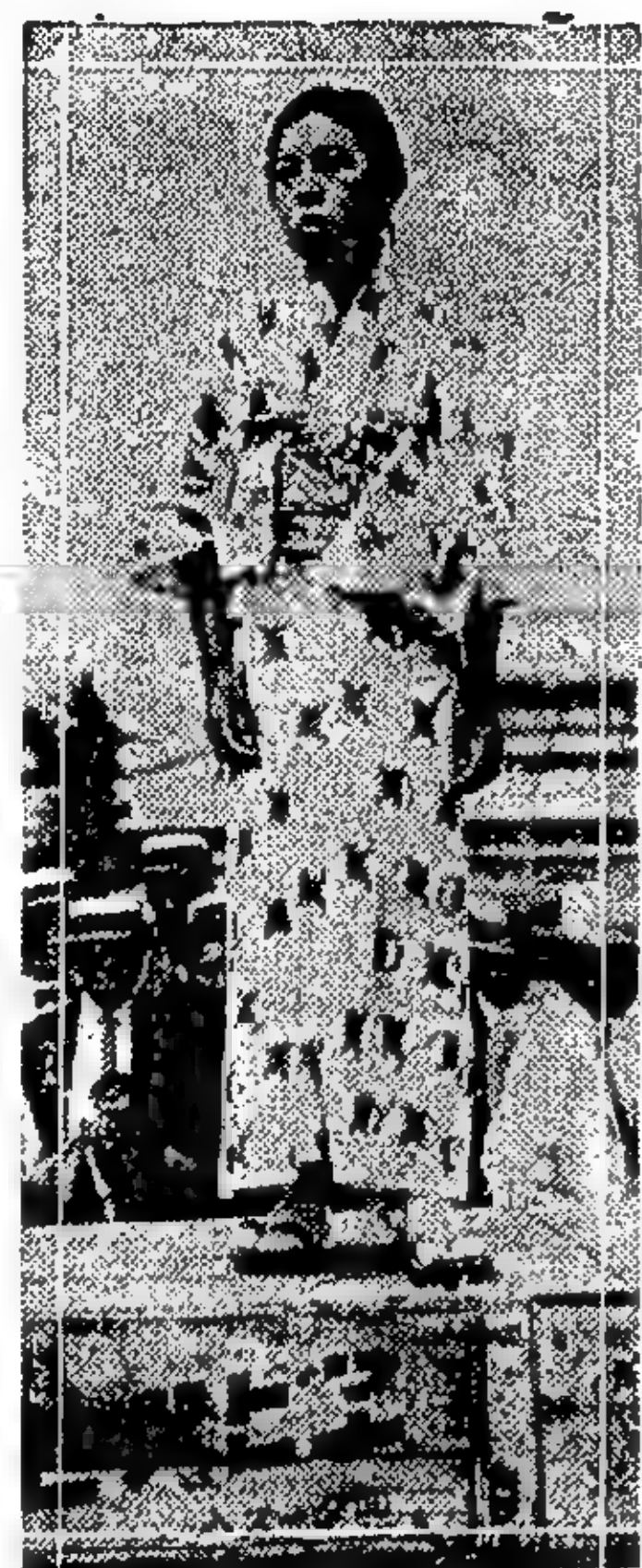
Left to right: Pilot Lindner; Dr. Solf (German Ambassador to Japan); Madame Nagatka; Baron von Huenefeld and General Nagatka, photographed in Tokyo, where Baron von Huenefeld was feted by the Japanese on the completion of his flight from Germany to Tokyo. Baron von Huenefeld is seen in a Japanese kimono, the gift of General Nagatka, who holds the distinction of having the largest moustache in Japan. The Baron was one of the members of the crew which successfully flew from Berlin to Nova Scotia some time ago.



Lake Elsinore, Cal.—H. C. Ferguson piloting "Blue Streak," and winning the 5-miles outboard race, at the same time smashing the world's record. In the Class C—5-miles race, he covered the distance in 8 minutes 10 seconds, averaging 37.004 miles an hour.



Two views of a new type plane invented by Donald Hall, of San Diego, Cal. It has a low main wing and a high rear wing elevator half the size of the forward one. The rear wing aids in landing, producing compression against the ground which stops the ship in 150 feet.



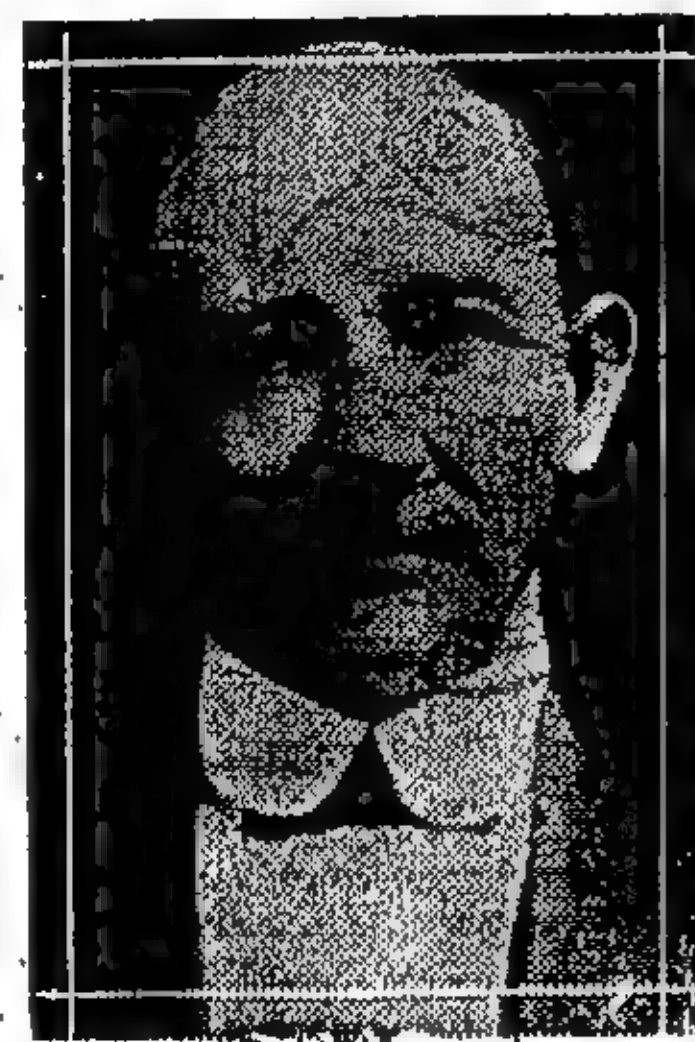
Tokyo.—Japan's first woman "soap-box orator"—Miss Yoshi Sunazuka, leader of the Embroiderers' Union—denouncing the "corruption" of the Tokyo Municipal Government at Ueno Park. Women are gaining an ever-increasing importance in Japanese politics.



James Montgomery Flagg, the artist, visited Universal City recently and made this sketch of Laura La Plante, while she was working on the set of "The Last Warning."



President Hindenburg of Germany, in full military uniform, taking part in the first gigantic manoeuvres of the German Army since the war at Schlesien, Germany. The German President is wearing his Iron Cross.



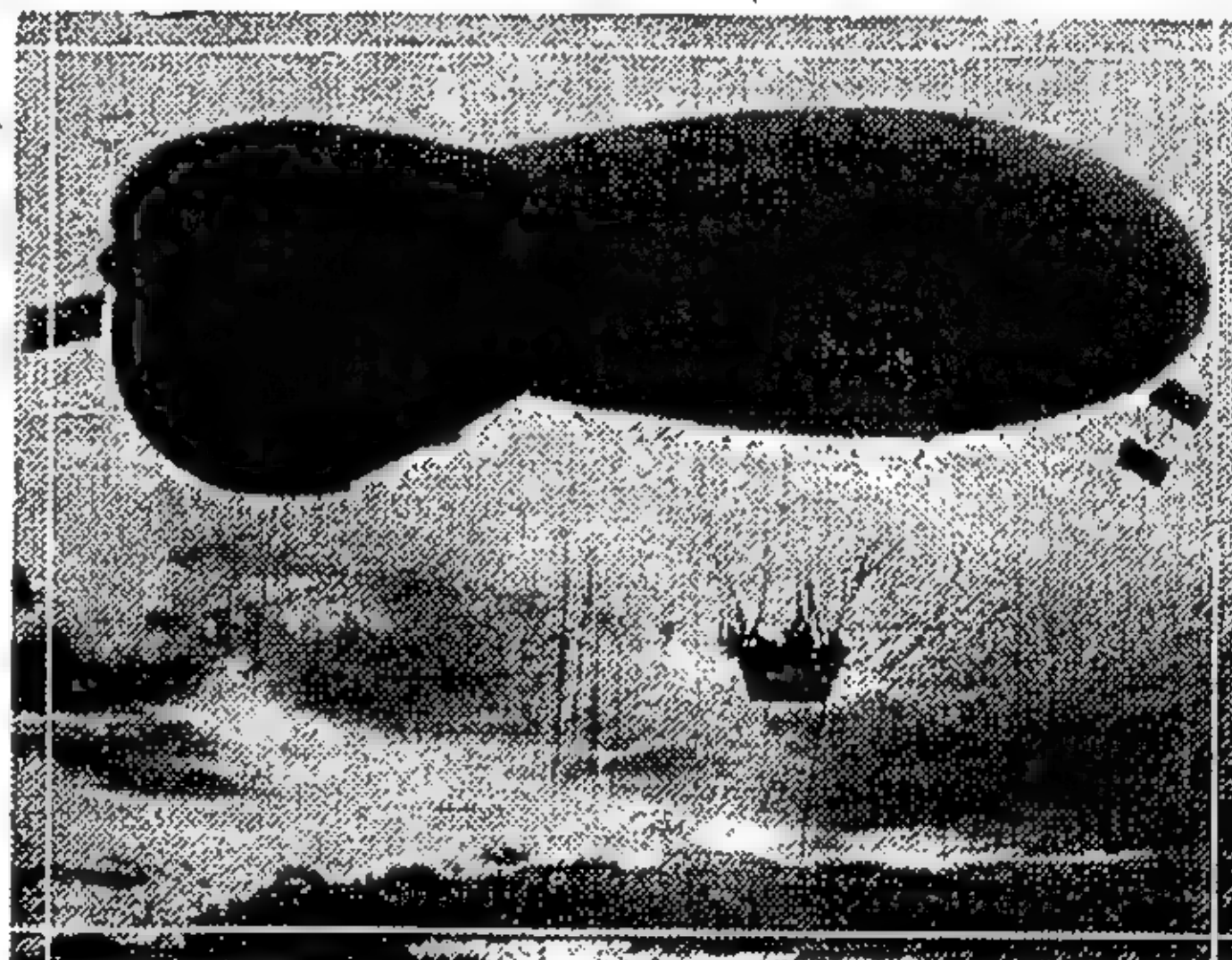
The Rev. Enos Bacon, pastor of a little Methodist church at Kellogg, Minnesota, said to be the only man in the world with a double throat, who has commercialised this freak of nature and sold both throats to the British Medical Association for £2,000. The pastor gets his money immediately, but delivery of the throats will not be made until his death. The Rev. Bacon can sing both soprano and baritone at the same time.



Mitcham, England.—Princess Mary, Viscountess Lascelles, inspecting the Guard of Honour of the St. John Ambulance Brigade, during the opening of the Wilson Cottage Hospital.



Vienna.—An interesting picture of the popular Continental star, Hanni Hoessrich, whose profile is described as classical Grecian, Fraulein Hoessrich (or Hoess, as she is known in the films) intends to go abroad in the near future.



Friedrichshafen, Germany.—The first ascent of the first motor observation balloon. The gondola or basket of the blimp is equipped with an outboard motor, and so can be changed back into a free-flying balloon very quickly.



Mr. Herbert Hoover, the President-elect of the U.S.A., being enrolled into the American Red-Cross by his daughter-in-law, Mrs. Herbert Hoover, Jr., at Mr. Hoover's home at Palo Alto, Calif. The event was a noteworthy one and a large crowd stood before Mr. Hoover's residence watching the enrolment.



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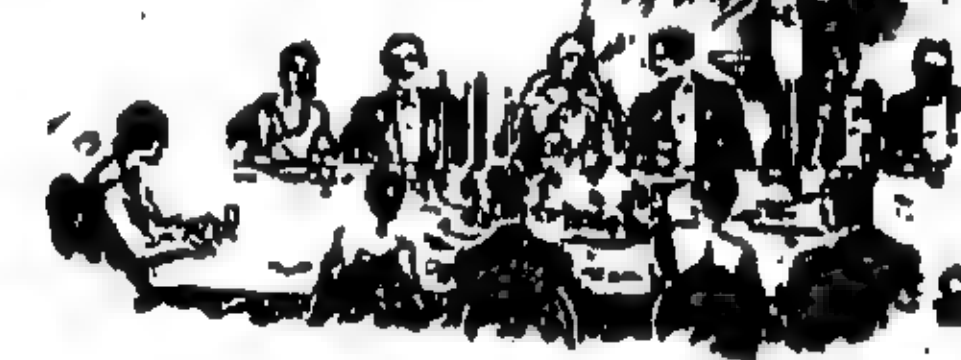


Invitations.

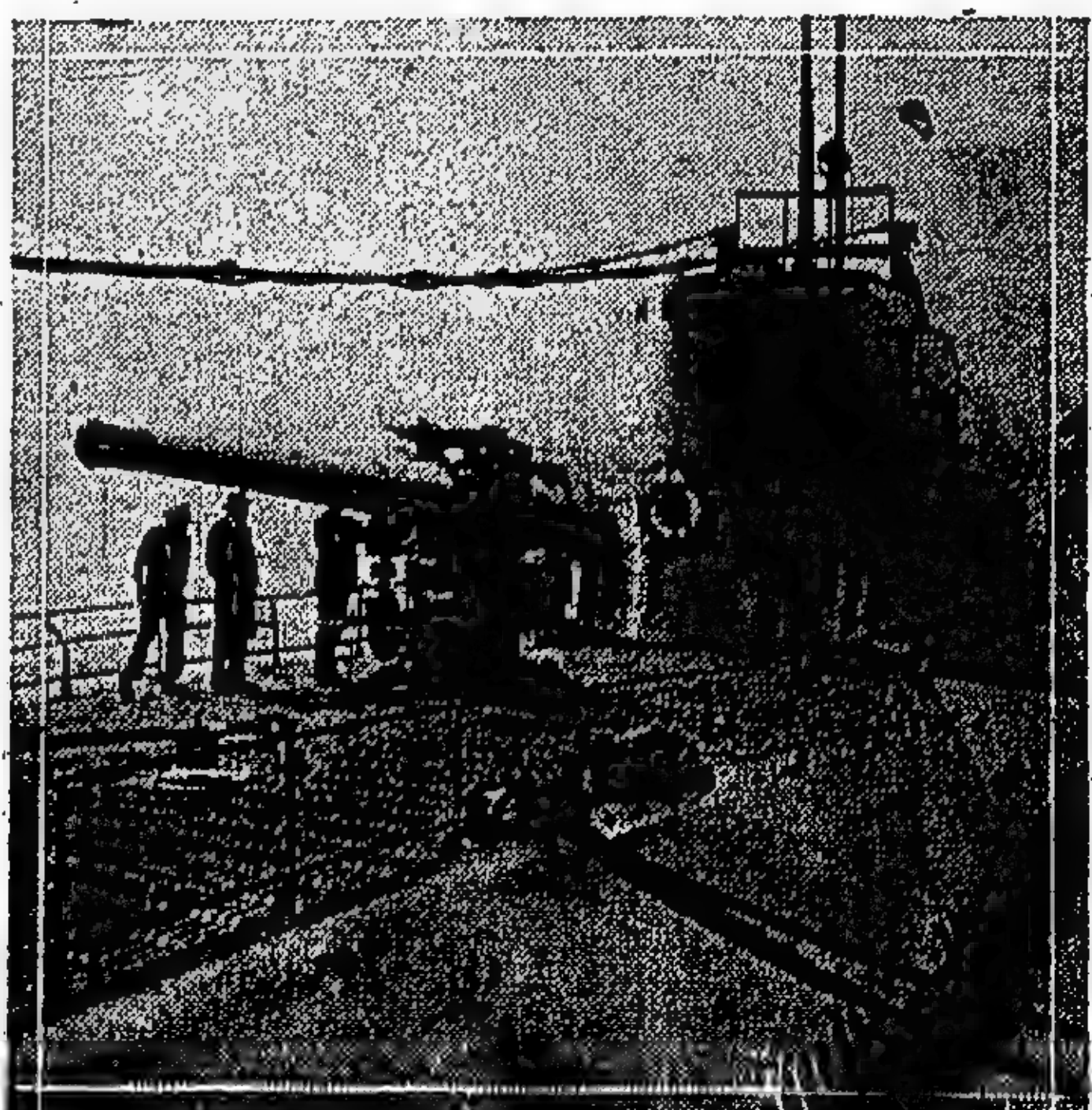
Impressions are important. That is why you will want us to print your Wedding Invitations. We have an interesting display of the latest designs at moderate prices.

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TELEPHONE CENTRAL 22.



Miss Livia Marracci, the renowned Italian beauty, who recently won second honours at the Galveston International Pageant of Pulchritude putting the finishing touches on her clay model of the President-elect, Mr. Herbert Hoover.



A view of the deck of the USS Albatross, the largest, most modern and only mine-laying submarine of the U.S. Navy, as she appeared on her maiden trip to Washington. The giant ship, costing nearly \$40,000,000, is 381 feet long and has a maximum breadth of 33 feet 7½ inches. She has a cruising speed of 17 knots on the surface and a speed of 8 knots under water; an armament of one six-inch gun, four 21-inch torpedo tubes and 60 mines; and she can dive more than 200 feet.

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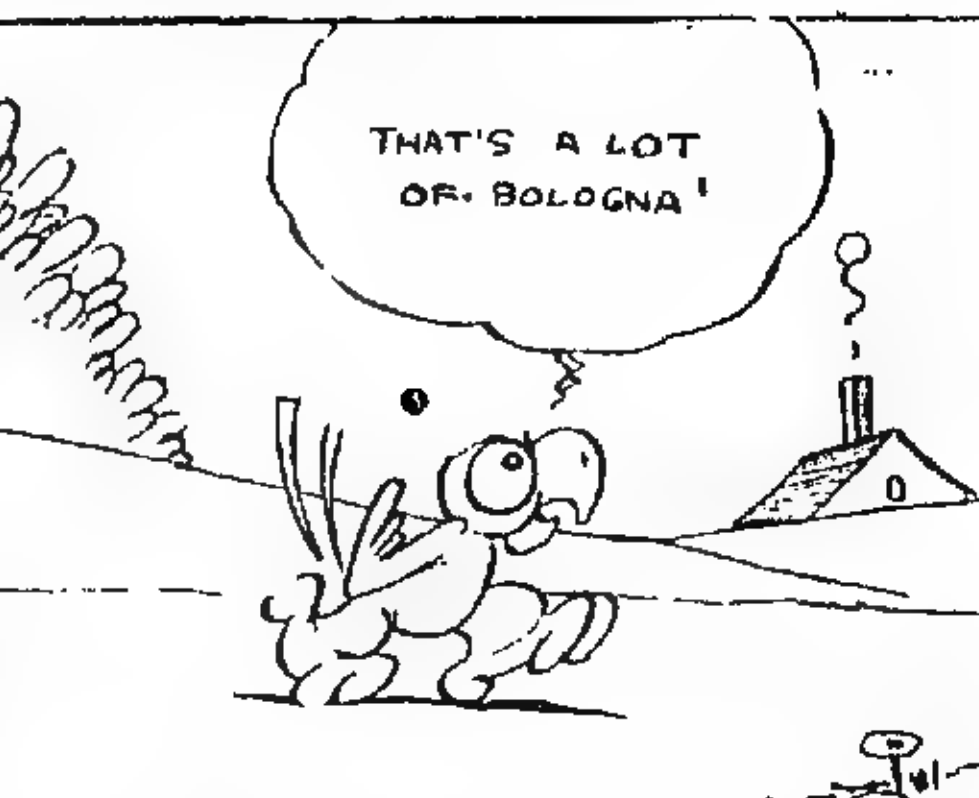
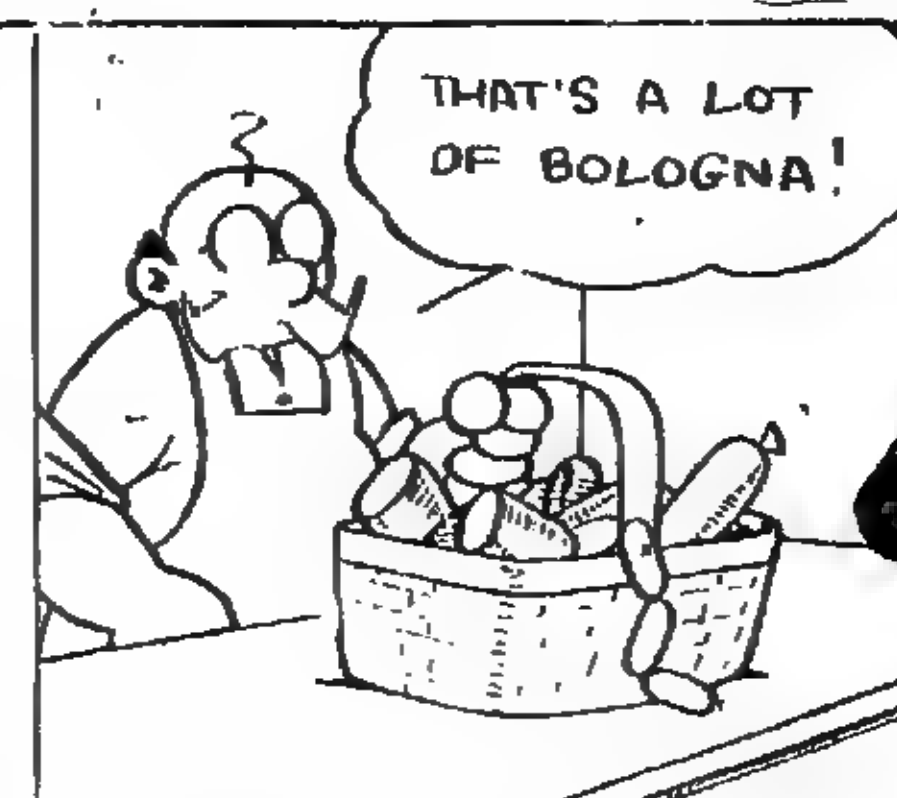
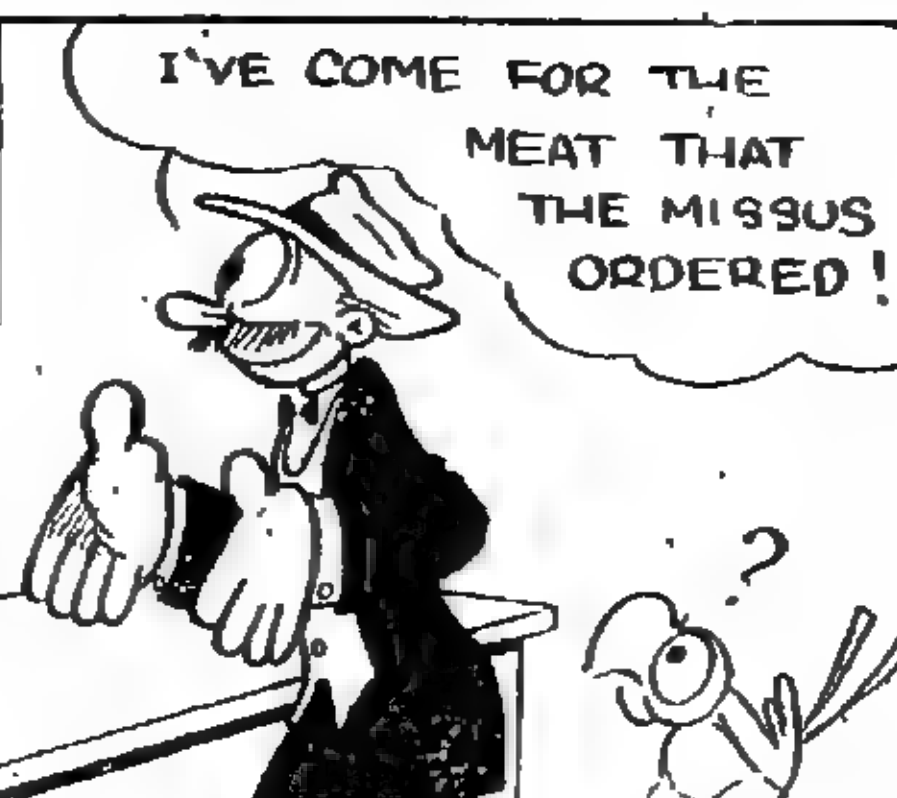
Every Day.

LEE GARDEN

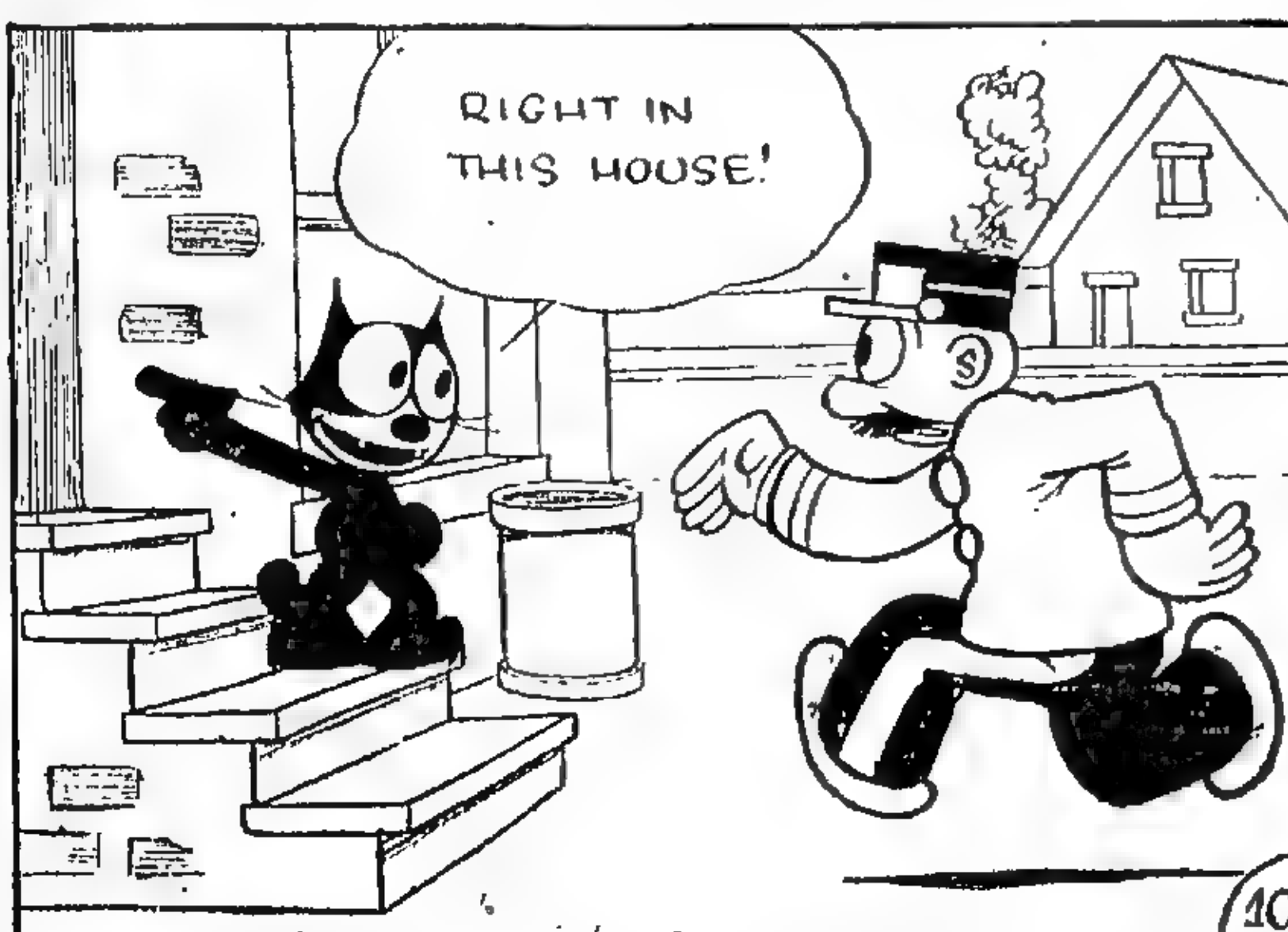
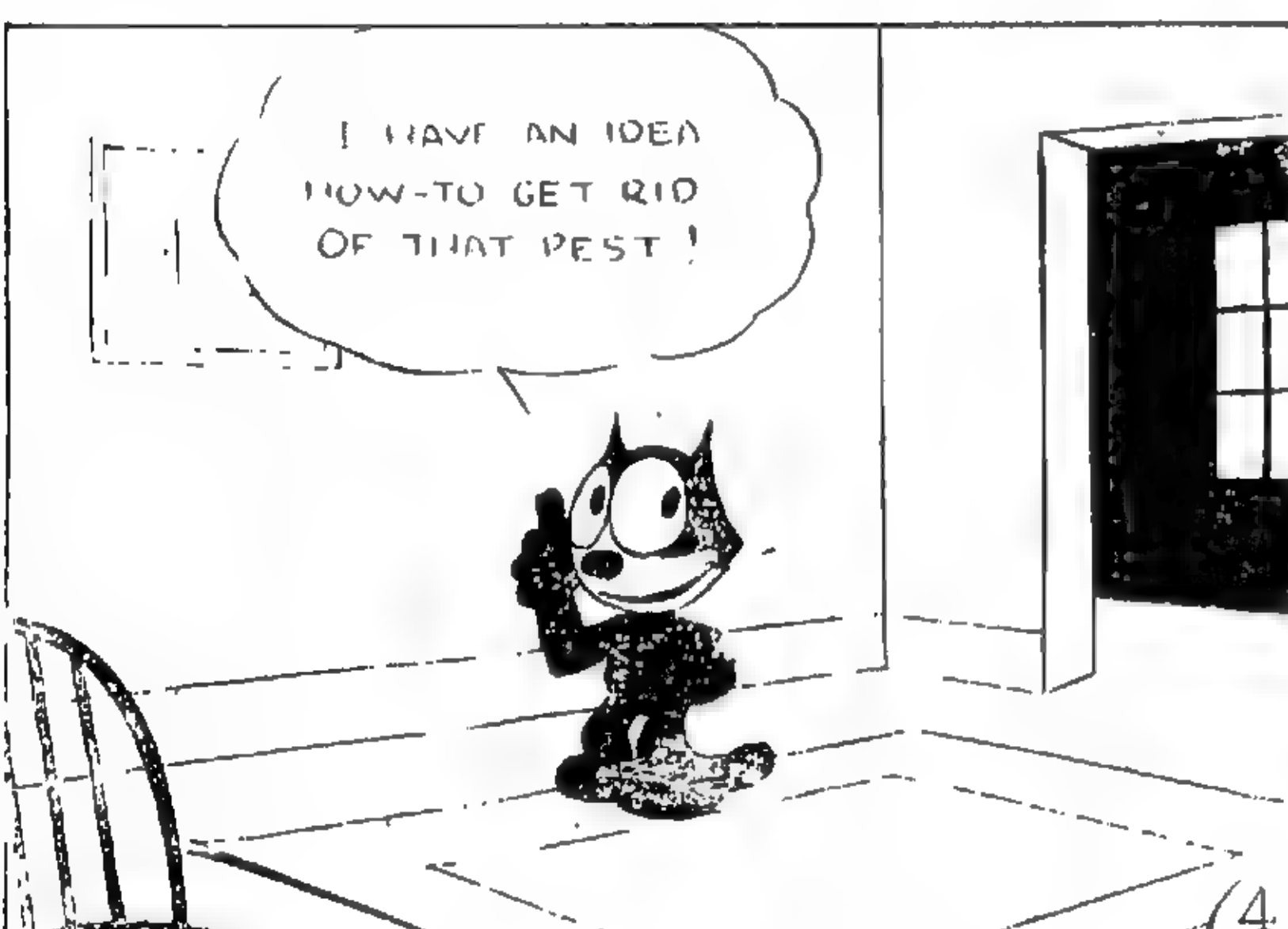
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Music and Melody

SCHUBERT

What the World Owes Him

[By Philip Page]

One hundred years ago, Franz Schubert died in Vienna. In twenty-four hours his delirium had increased and the efforts of his brother Ferdinand and of the doctor to calm him had met with less and less response. Suddenly there came an ominous tranquillity. He was conscious—gazing at the ceiling. He raised his hand. "Here, here is my end," he said, and an hour later the end came. He was only thirty-one.

The world has never seen a greater melodist than this poor little man, rich only in faithful friends. The poverty of Schubert is a familiar and sordid story. It is his unpleasantly familiar companion after death as it was during his lifetime. It is coupled with his name through the ages, as is the name of Beethoven with his dropsy and his tiresome nephew, Liszt, with his warts, and Mendelssohn with his unflinching domesticity.

Had He Lived!

If this poverty had roused influential contemporaries half as much as it has roused posterity (which can hold itself blameless in the matter), Schubert might have died a rich man and lived to be an old one. Had he lived the normal span the music of the nineteenth century would have had some rare additions.

We are apt to regard Schubert, who died only a year after Beethoven, as far more remote than he actually is. No one is alive to-day who knew him, but many are alive who knew men born in the same year. His intimate friend and drinking companion, Doppler, met Sullivan and Grove in Vienna when they were searching for the "Rosamunde" music.

As a man not much above middle age, Schubert would have heard the operas of Richard Wagner, the symphonies of Brahms, and even, in extreme old age, the early symphonic poems of Richard Strauss.

Original though his genius was, he was susceptible to the musical influence of others. He suddenly began to compose oratorio in his last year, not only because he was impressed by religion, but because a friend gave him a set of Handel's works.

Mighty Model

Opera he had always hankered after, and he loved the very smell of the theatre, in which he achieved little or no success. He envied, as far as so simple and sweet a nature could carry anything or anybody, the stage triumphs of Rossini, a composer far inferior to him. What could so mighty a model as Wagner have done for Schubert? Wagner was, after all, only fifteen years younger.

Yet his fame is, perhaps, sufficient, even if contemporary opinion hinted that there were more and greater things to be done. Schubert, after lying in state, as Mr. Newman Flower, the most recent of his biographers tells us, "dressed in the garb of a hermit, with a wreath of laurels on his forehead"—an arrangement about as inappropriate as it could possibly be—was buried beneath a tombstone which evoked a mighty controversy.

Grillparzer, the poet and dramatist, one of whose poems Schubert had set to music, wrote the epitaph, "Music has here buried a rich treasure but much fairer hopes."

Priceless Legacy

That Schubert's style would have changed with the years is inevitable. This, however, is not to say that the world need be dissatisfied with the priceless legacy it does possess. The mass of music this timid young man left behind is as astounding as the industry, as well as the inspiration, which gave it birth.

Very rarely does the quality deteriorate, and of the six hundred and thirty-three songs which form his outstanding achievement there are barely a score which could be spared, and there is hardly a dull bar in one of them.

It is not a fair judgment to hint that there are very few bars in any of Beethoven's songs that are not dull. Both men are giants. But Schubert could, with his superb Symphony in C, and his less superb (though more popular) "Unfinished," rival Beethoven on his own ground, whereas Beethoven falls lamentably short in comparison with Schubert in that form of expression which the younger man made peculiarly his own.

Supreme Romanticist

It is in melody that musical inspiration is most purely divine. It is his melodies that have given Schubert an appeal that is in the widest and best sense popular. In song and in themes for symphonies or for chamber music melody poured from him unceasingly. Alone perhaps among the great masters, Schubert, the supreme romanticist, is acclaimed by those who take an uncanny pride in describing themselves as unmusical.

There is nothing terrifying about Schubert, and his music is as human as he was. Recent years have shown him to the vast amusement-loving public in music.

Orchestra Leader



Miss Ethel Leginska, conductor of the Boston Women's Symphony Orchestra. A pianist of note, she caused a sensation some time ago, when she disappeared just before one of her concerts. She is a unique conductor in that, although a baton is used, she guides her orchestra largely from the piano.

cal comedy and in film. Inaccurate, unhistorical, and distorted such representations have possibly been; the real Schubert was not much like the plump amorist of "Lilac Time," and still less like the Schubert of the "movies."

Nevertheless, such activities, at any rate, do not do much harm to his memory, and they are in themselves significant. The millions who never go to an opera or a concert hall picture Bach and Handel (if they picture them) as vague 18th century figures in long curly wigs, grasping a roll of manuscript, and Beethoven as a grim person with a scowl who went deaf—"or, was it, blind?"

Familiar Figure

M. Sacha Guitry may have done something in the way of publicity for Mozart by writing a gossamer comedy round him and putting his charming young wife in the title-role. This is rather doubtful.

But who is there to-day to whom the bushy-haired, spectacled Schubert is not familiar? He seems to smile through those spectacles, and it is doubtful, though he suffered, that he ever realised the extent of his tragedy. His youth carried him through, and he was ever young, and never bitter.

He could sit in the gallery of a theatre where his music was being played, unable to appear in answer to the applause, because he could not afford a dress-suit, and yet not be bitter. He was not even bitter to the publishers, who ground him down to the last florin. When he had a little, ever so little, money he got drunk. "All four times, more or less," "Especially Schubert," writes Franz Hartmann in his Diary.

He was a simple soul. He gave much to the world, and from it reaped so little.

DOLLARS!

How New York Throws 'Em About

"DESIRE TO BUY"

What's a dollar? What's a thousand dollars—or a million dollars?

See New York throw them about. In the richest and swiftest city in the richest country in the world dollars have come to mean very little. A dollar—just one of them! The average man pays more than that for a haircut. He flips down a dollar note for a waffle and a cup of coffee.

To appreciate New York's frantic spending you must arrive direct from England. England is staggering bravely forward under the strain of lost trade and a terrific load of taxation. Her recovery is certain, but it is a tedious, exacting process that demands hard work and thrift. Everybody is in the fight, from the highest to the humblest, and nobody grumbles. Every shilling has its value, every penny is carefully watched.

Like a Storm

From this plucky struggle step into Broadway and feel the rushing breath of dollars, startling, like the beginning of a storm.

The first impression is that all are living gaily beyond their means. There is a little truth in everything; there is a little in that. Many New York factory girls, working fast on piece rates, earn as much as 32s a day, but with the temptation of expensive frocks and theatres, and very plain meals at 8s a time, soon find that they need 36 a day to live.

But if the savings banks deposits can be taken as a guide, the New Yorker is not nearly as extravagant as he might seem. In five years Savings Banks deposits throughout America have gone from 6,500 million dollars to 9,500 million dollars. New York, in its contribution to this vast sum, can't boast as high a rate of increase as some of the cities in the west, but at least it keeps level with the average savings of the whole country.

The simple explanation of this orgy of spending is that earnings (mostly by fast work on piece rates) are high enough to allow it, that New York is probably the most expensive city in the world, and that nowhere has the "desire to buy" been created into such a living force.

Say It By Wire

It is impossible to walk along Broadway without buying something. Window displays lure you on through the doorways. Electric signs hammer their subtle messages on the brain. At every turn there is something, goods or service, that the seller is able to convince you is indispensable.

In the hotels, on the railways, in flower shops and "candy stores," the Western Union Telegraph Company gently threatens you into sending a telegram to your waiting friends, to your college football team, to "your pals in the west"; telegraphed bouquets (floragrams) to your mother; telegraphed chocolates (candygrams) to your girl (hissing darkly that if you don't the other fellow will be one up); greetings, congratulations, consolations to everybody. Booklets of suggested messages are specially prepared for Christmas, New Year, Easter, St. Valentine's Day, Thanksgiving Day, Mothers' Day, Fathers' Day; for births, deaths, weddings, christenings, birthdays, anniversaries, football matches, baseball matches, and for a dozen other occasions which the average person would never consider worthy of a telegram, but which the Western Union convincingly shows demand his attention—unless he wants to be classed among the forgetful, don't-care guys.

Sell You Anything

Figures that have been published show that this campaign has increased the volume of "greeting" messages by 200 per cent. in five years. In 1925-7, from New York City alone, 175,476 residents sent Christmas and New Year messages across the Western Union wires—mostly prepared ones, with spaces for names.

That is only an example. The same intensive cultivation of the "desire to buy"—sometimes merely the desire to spend—is part of all American business. And backing it up is selling ability. The power to sell extends even to the formal business of getting a picture show ticket or a packet of cigarettes. You get a movie ticket that you weren't sure you wanted, and two packets of cigarettes where you wanted only one. An illustration:

Attracted by the outer promises of a new film, a man half decides that he will see it, and goes to the ticket window to make sure, first of all, that the show isn't half-way through. A resplendent commiseration, with a polite, easy manner, intercepts him.

"What is the next starting time?" The commiseration counters politely:

"(Continued at foot of Next Column)"

CRICKET

(Continued From Page 5.)

Electric R. C.			
A. F. Paul, b. Fry	1		
W. N. H. Murdock, c. Crowcroft, b. Fry	9		
L. de Rome, b. Simpson	3		
J. C. Dunbar, b. Fry	9		
J. R. Way, b. Fry	9		
W. E. Peers, l.b.w., b. Fry	0		
W. B. Muskett, c. Crowcroft, b. Simpson	2		
S. C. Banks, b. Fry	28		
J. F. Lanny, b. Fry	4		
H. S. Jones, not out	19		
S. J. Clarke, b. Fry	0		
Extras	16		
Total	98		

BOWLING ANALYSIS.			
	O.	M.	R.
Fry	14.4	3	37
Simpson	14	3	41

FRIENDLY MATCH

At Pokfulam, the University defeated Royal Artillery by seven wickets.

For the winners, S. V. Gittins distinguished himself with both bat and ball. After capturing three wickets for which he conceded five runs, he knocked up 108. Scores:—

Royal Artillery			
Capt. McNair, l.b.w., b. Lam	0		
Sgt. Glazebrook, c. and b. Lam	9		
Lt. Musson, l.b.w., b. Lam	0		
B.S.M. Leach, b. A. T. Lee	5		
S.R. Maltas, b. Samy	10		
Lt. Water, b. Lam	17		
Capt. Kennedy, b. Gittins	22		
Lt. Bdr. Taylor, c. Zimmern, b. Anderson	8		
Tpdr. Wood, b. Gittins	1		
Gnr. Durrant, not out	13		
Sgt. Goodlace, b. Gittins	0		
Extras	5		
Total	90		

BOWLING ANALYSIS.			
	O.	M.	R.
A. T. Lee	7	4	7
Lam	10	1	38
Samy	5	1	17
Anderson	3	0	18
Gittins	12	0	5

University			
E. A. Lee, l.b.w., b. Musson	0		
D. J. N. Anderson, b. Leach	23		
F. J. Zimmern, b. McNair	108		
C. W. Lam, c. and b. Leach	45		
D. K. Dany, b. Maltas	7		
C. Candah, not out	7		
W. Hunt, b. Musson	0		
Extras	8		
Total (for 7 wks.)	223		

A. T. Lee, P. L. Tan, R. Leong did not bat.

BOWLING ANALYSIS			
	O.	M.	R.
Musson	16.5	1	74
Leach	15	0	78
McNair	3	0	17
Maltas	5	0	46

LEAGUE TABLES

The positions in the league to date are:—

Division I.				
	P.	W.	D.	L.
Kowloon C.C.	5	2	3	0
Hong Kong C.C.	4	2	2	0
Civil Service C.C.	5	1	3	1
Craigengower C.C.	6	1	3	2
Indian R.C.	4	1	2	1
Royal Navy	3	1	1	1
Royal Artillery	2	1	0	1
University	1	0	1	0
Chinese R.C.	4	0	1	3

Division II.				
	P.	W.	D.	L.
Indian R.C. 2nd	9	7	1	1
R.E. & S.	7	6	0	1
H.K.C.C. 2nd	6	5	0	1
Craigengower 2nd	8	4	1	3
Kowloon C.C. 2nd	7	3	3	1
C.S.C.C. 2nd	9	3	2	4
Recreio	9	3	1	5
R.A.S.C.	6	2	2	2
University 2nd	4	2	1	7
Police R.C.	9	2	0	7
Royal Navy 2nd	4	1	1	2
Electric R.C.	8	0	2	6
R.A.O.C.	4	0	0	4

Plans for the reconstruction of the interior of the headquarters of the Royal Society of Great Britain in Albemarle-street, Piccadilly, were last month discussed at a meeting of members.

to conduct the London Symphony Orchestra at the Royal Albert Hall recently owing to a fall which caused a renewal of the injury to his hand.

"Have you had supper yet?"

"No."

"Why, then, you've got nice time to have supper and be back for the restart at 7.45. One ticket, m'lad. One dollar, fifty. Here you are, sir—you'll find that a very comfortable seat. Thank you."

Nothing for Nothing

The only thing beyond ice-water that costs nothing in New York is having your mind made up for you by a clever salesman. But what would be a sheer go-getting crudity when put over by a novice becomes a casual nothing, a sort of everybody's pleasure, at the tender touch of the expert seller.

And so the merry spending. New York is a snowtown of dollars. Everybody works hard and fast to earn them. If the "desire to buy" gets a little out of hand, they simply work a little faster.

BILLIARDS

Claude Falkiner's Play In India

COMING HERE

Claude Falkiner, who will shortly be visiting Hong Kong, concluded his tour of India on Dec. 14. In all his matches Falkiner displayed fine form. The places played at and breaks made are as follow:—

Bombay Gymkana, 296, 128. Willingdon Club, 308, 168, 124. London Hotel, 116, 110, 96, 87. Elphinstone Club, 171, 163, 147. Mindu Gymkana, 169, 158, 124, 106.

Grand Billiard Hall 289, 179, 146, 131. Ripon Club, 176, 160, 147, 116. Radio Club, 281, 209, 134. Commercial Gymkana, 250, 206, 163, 147.

Ascot Club, 282, 227, 110. Taj Mahal Hotel, 296, 192, 154. Parsee Gymkana, 397, 101, 84. Bombay Club, 171, 118, 82, 79. Carlton Hotel, Lucknow, 179, 163, 147.

United Services Club, Lucknow, 182, 118, 87. Bengal Club, Calcutta, 220, 165, 149.

Gt. Eastern Hotel, Calcutta, 292, 194. Calcutta Turf Club, 268, 166, 105, 97.

Y.M.C.A., 314, 147, 89. Victoria Club, 272, 141. Saturday Club, 374, 160, 107, 97. United Services Club, 275, 134, 98.

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MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

[At 2.30, 5.10, 7.15 & 9.20.]

To-day and To-morrow—"Buttons," Jackie Coogan's thrilling romance of the sea. With Lars Hanson, Gertrude Olmsted and Roy D'Arcy.

Tuesday and Wednesday—"Love Hungry," a delightful comedy-romance of modern life, featuring Lois Moran, Lawrence Gray and Edyth Chapman.

Thursday to Saturday—"The Enemy," a lavish screen version of the famous stage play by Channing Pollock. Starring Lillian Gish, Ralph Forbes and Karl Dane.

STAR THEATRE

(Special Matinee To-day at 2.30 p.m., Sir James Barrie's popular story "Peter Pan," with Betty Bronson.)

[At 5.15 & 9.20.]

To-day and To-morrow—"The Humming Bird," a dramatic story of the underworld, with Gloria Swanson.

Tuesday and Wednesday—"Dangerous Money," a sparkling comedy starring the vivacious Bebe Daniels.

Thursday and Friday—"Proud Flesh," a splendid romantic comedy with Eleanor Boardman and Pat O'Malley.

WORLD THEATRE

[At 2.30, 5.15, 7.15 & 9.20.]

To-day and To-morrow—"Ben Hur," starring Ramon Novarro and a cast of over 150,000 players.

Tuesday and Wednesday (5.15 & 9.20)—"The Humming Bird," a dramatic story of the underworld, with Gloria Swanson. (2.30 & 7.15, Chinese Picture "The Spider").

Thursday and Friday (5.15 & 9.20)—"Dangerous Money," a sparkling comedy drama starring the vivacious Bebe Daniels (2.30 & 7.15, The Chinese Picture "The Spider").

"LOVES OF PHARAOH"

Superb Acting In Historical Production

"The Loves of Pharaoh," a spectacular historical film will be the feature attraction at the Star Theatre on Saturday and Sunday next. The story, which is skillfully unfolded to contrast the destiny of individuals with the destiny of nations, is of absorbing interest, taking the spectator into the homes, the palaces and the temples of the great people who built the pyramids. The settings are on a magnificent scale, and the battle scenes, including the sack of Thebes, are as wonderful as anything of the sort yet offered by the screen. The acting is superb. Emil Jannings, as Pharaoh, gives a performance sufficient in itself to make the film a masterpiece.

Karl Dane, who can't by any stretch of the imagination be classed as a romantic hero, is, nevertheless, one of the most valuable members of Lillian Gish's cast. He played her steadfast friend Giles, in "The Scarlet Letter," and is playing her friend again as Jan in "The Enemy."

WHOLESOME COMEDY

Excellent Story In New Fox Picture

Something new in theme and plot is furnished in "Love Hungry," Fox Film's latest release, which is the chief item in the programme at the Queen's Theatre on Tuesday and Wednesday. It is a happy, joyous comedy romance of youth and a fascinating and revealing story of the inner workings of a metropolitan newspaper office, especially as it applies to the "sob sisters." In this case the "sister" is a man played with humour and sympathy by Lawrence Gray. It is his job to give and write advice to the lovelorn. But as usual he finds it is much easier to tell others what to do than to do it himself. Lois Moran is cast as a little chorus girl who listens skeptically to what he has to tell her and then proceeds to prove to him that he does not know a thing about the subject.

Here is a picture for the whole family—fine, wholesome; at all times amusing and with plenty of heart interest. A cast of screen favourites and the fine direction of Victor Herman all help to make "Love Hungry" splendid movie fare.

"EMDEN" FILM

Coming Shortly To The Queen's

At the beginning of the "Emden" film, soon to be seen here, a note explains that the picture was produced with the full co-operation of the German Admiralty, and following it, the film's British sponsors, the "New Era" have added that the film is so fair and honourable to Britain that they had no hesitation in showing it in England. That is certainly true. There is not a trace of malice or hatred. There is not a dishonourable act in all the destructive progress of the "Emden," even to an enemy. The German sailors are heroes, human, honest, and generous, and their encounters with the British are no more than war necessities and just honourable rivalries. "Emden" is the German compliment which Britain so well acknowledged with "The Battles of Coroneel and Falkland Islands." These films are bigger-minded than national war films. They have as their themes the unwritten tradition which knows pride and heroism, and has no room for petty quarrels.

"PROUD FLESH"

Humorous Incidents In Romantic Film

There is a very happy blending of comedy and romance in the film "Proud Flesh," which may be seen at the Star Theatre on Thursday and Friday. All the action centres around a pretty but wilful girl, named Fernanda, for whose hand there are two suitors—a casual and rather insipid Spaniard named Don Jaime and a real "he-man" Irish American plumber, Pat O'Malley. There are some extremely humorous incidents as these two pay court to Fernanda, and eventually, after many exciting experiences, the "cave-man" wins out. The film is noteworthy for some splendid settings and for the excellent acting of the three leading characters. Eleanor Boardman plays Fernanda with much skill, whilst Pat O'Malley and Harrison Ford also help greatly in making the picture the success that it is.



APACHE ROMANCE

Dramatic Story of The Underworld

As "The Humming Bird," the non-de-plume under which a clever Paris Apache deludes and mystifies the Paris Police and Detective Bureau while she carries out her daring thefts from rich people, under their unsuspecting noses, Gloria Swanson scores a great success. From interesting glimpses of the underworld of Paris, the scene changes to the battle front on the outskirts of Paris and on the Marne. The

"BUTTONS"

To-day's Splendid Attraction At The Queen's

Jackie Coogan's latest effort, which may be seen at the Queen's Theatre to-day and to-morrow, is a sea story of the ultra modern type—played aboard a great trans-Atlantic liner, a veritable city in itself, or hotel on the water. Jackie plays a page or bellboy, serving in the British Merchant Marine, in the apprenticeship by which Great Britain trains her youth for the ocean. It is a sensational and heart-grip-

"BEN HUR"

Interesting Details of Production

"Ben Hur" cost over \$500,000 and was filmed in Italy and California. Never previously have such resources been lavished on a picture. The construction of the Roman fleet and Goldhar's pirate galleys required a year and a half in a great shipyard at Leghorn. The launching of these ships was a wonderful ceremony, with high Italian officials and diplomatic representatives participating. The fighting sequences show a titanic

Jackie Coogan in BUTTONS



With LARS HANSON, GERTRUDE OLMSTED.

A Metro-Goldwyn-Mayer PICTURE

A STIRRING SEA STORY OF TO-DAY!
AT THE QUEEN'S TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

"Monmartre Wolves" play a prominent part in these episodes and so does "The Humming Bird" otherwise "Toinette." Eventually the identity of the "Humming Bird" is revealed as that of a woman. She escapes arrest while stealing for herself but she goes to prison when she has stolen for her country. All ends well with the declaration of the Armistice, however, and "the Humming Bird" romance with an American journalist and officer, begun in the apache days, is culminated in a dramatic, but happy manner. "The Humming Bird" is the chief attraction at the Star Theatre to-day and to-morrow.

HUGE SHIPWRECK STAGED AT SEA FOR "BUTTONS"

The wreck of a huge trans-Atlantic liner and the thrilling rescue of passengers at sea was staged on an elaborate scale in the Pacific Ocean for "Buttons," Jackie Coogan's new Metro-Goldwyn-Mayer picture.

LILLIAN GISH

Lillian Gish, star of the Metro-Goldwyn-Mayer's Austrian romance, "The Enemy," was born in Massillon, Ohio, and first won on the stage as a child actress in 1902. She joined the old Griffith organization in its pioneer days, scoring her first success in "Birth of a Nation." Among her recent successes are "La Boheme," "The Scarlet Letter," "Annie Laurie," and "The Enemy."

VILLAIN TURNS COMEDIAN

Roy D'Arcy, famous villain of the screen, turns comedian with Jackie Coogan in "Buttons." Roy dons a chicken costume and has a great deal of comedy to perform in the picture, and does it perfectly, recalling the days before he was a screen villain, when he was a musical comedy comedian on the stage.

ping adventure that Jackie undertakes in the story—a vivid tale of loyalty, danger and thrills, with plenty of excellent comedy. It is something entirely new both to the screen and to Jackie, and one of the really interesting novelties of the screen this season. Lars Hanson, the Swedish actor who first reaped fame in "The Scarlet Letter," plays a compelling role as the captain of the liner, and Gertrude Olmsted is beautiful as

struggle with thousands and thousands of sailors, boarding, ramming and firing their fleet of one hundred giant-size vessels. The Chariot Race is the outstanding sensation of the cinema world. Ramon Novarro as the galley slave and charioteer, May McAvoy as the sweet Esther, and Frances X. Bushman as the cruel centurion, exert a potent magnetism on every spectator.

This magnificent attraction will be seen at the World Theatre to-day and to-morrow. Owing to the length of the film only three performances can be given daily, and these start promptly at 2.30, 6.30 and 9.20 p.m.

STAR THEATRE

To-day's Matinee Performance

The feature film to be presented during to-day's matinee performance, which commences at 2.30 p.m. in the Star Theatre, is "Peter Pan," the splendid screen version of Sir James Barrie's famous story of "the boy who would never grow up." The entire programme has been carefully selected so as to delight youngsters of all ages, though "Peter Pan" itself may be enjoyed by young and old alike.

his fiancée, heroine of the story. Roy D'Arcy plays a villain with a snarl for comedy and Polly Moran adds more laughs. Paul Hurst, Coy Watson, Jr., Jack McDonald and others of note are in the cast. Among the lively thrills are the wreck and rescue at sea, the fire alarm aboard ship, the fight in the "glory hole" and other vivid detail. Much of the film was made aboard a great liner, giving a graphic idea of the operation of the modern ocean greyhound.

Laughter, romance and suspense all help to make "Love Hungry" a delightful entertainment.

"THE ENEMY"

Lillian Gish In A Striking Role

A NIGHT VIGIL

The heart-gripping night vigil in Puccini's "Madame Butterfly" has a remarkable parallel in "The Enemy," Lillian Gish's new Metro-Goldwyn-Mayer vehicle coming on Thursday to the Queen's Theatre, in which, under the direction of Fred Niblo, the suspense of a night vigil has almost the same effect, though the situation is one entirely different. In the picture, based on Channing Pollock's famous stage play, Paul, the heroine, the role played by Miss Gish, and Carl, her lover, are married on the eve of his call to the front during the war. Their last hours together are before the dawn that hurries him away with his troops. All night they sit, watching the relentless hands of the clock, ever moving toward their separation, perhaps forever. As worked out in the screen play, this vigil in the dark is one of the most powerful dramatic touches in the history of the screen. The new picture is a story of Austria during and after the war, in which Miss Gish plays the daughter of a university professor, who sees her family torn apart by war hatreds and the hysteria of battle times. The play, on the stage, was hailed as one of the drama's greatest contributions to the cause of international understanding. Miss Gish and Ralph Forbes head a notable cast that includes George Fawcett, Frank Currier, Ralph Emerson, Karl Dane, Polly Moran, Fritz Ridgeway, John Peters, Billy Kent Schaefer and others of note. Fred Niblo, who directed "The Enemy," also directed the famous picture "Ben Hur."

"HOT WATER"

Harold Lloyd's Famous Comedy For World

Harold Lloyd will be seen in his splendid comedy "Hot Water" at the World Theatre on Saturday and Sunday next. As usual, Lloyd's side-splitting situations are original. The story opens showing Harold as a happy-go-lucky bachelor who would no more think of marrying, than he would think of starting out for the North Pole in a pair of pajamas. It isn't long before Nemesis appears on the scene, in the person of little Jobyna Ralston. Events take their natural course and Harold finds himself trying, unsuccessfully, to prove that two can live as cheaply as one. When all seems lost, Hubby takes things in his own hands and the film ends in a veritable cyclone of riotous fun and laughter.

LAWRENCE GRAY PLAYS PART FROM LIFE

Lawrence Gray, who plays the leading masculine role opposite Lois Moran in "Love Hungry," was born in San Francisco and at one time pounded a typewriter in the news room of the Bay City's leading daily newspaper. This experience, reflected in the publishing house scenes in "Love Hungry," was of the greatest assistance to Gray in working in an old print-shop wherein he appears in many scenes with James Neill. It is the first story of the kind in which Gray has worked.

FUTURE EVENTS

Films That Are Coming Here

"Man, Woman and Sin." A gripping story of love and adventure behind the scenes of a city's great newspaper. Starring John Gilbert, Jeanne Eagles, Gladys Brockwell, Marc McDermott, Phillip Anderson and Aileen Manning. "The Crowd." King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage. "Wife Savers." A comedy of social ups and downs. With Wallace Beery and Raymond Hatton. "The Man of the Range." Another thrilling picture of the West. With Tim McCoy, the popular western hero, Joan Crawford and Tenen Holtz. "Emden," a stirring film record of the exploits of the famous German cruiser and her final battle with H.M.A.S. "Sydney." Produced with the co-operation of the German Admiralty. "Hangman's House." The life story of a soldier of fortune. Starring Victor McLaglen, June Collyer, Hobart Bosworth and Earle Foxe. "Body and Soul." A vivid and picturesque romance of the Alps. Featuring Aileen Pringle, Norman Kerry and Lionel Barrymore. "Under The Black Eagle." The story of a police dog, with Ralph Forbes, Marceline Day and Bert Roach. "The Smart Set." A delightful comedy of youth, love and polo. With William Haines, Jack Holt and Alice Day. "Laugh, Clown, Laugh." The mighty drama of a forbidden love. Featuring Lon Chaney, Gwen Lee and Nils Asther.

"THE CROWD"

There is at least one place in the world where all men meet on a common level. It is the corridor, or waiting room, of a maternity hospital where men lie in wait for doctors and nurses and whisper, hoarsely, "Is it a boy?" King Vidor, director of "The Crowd," his latest production coming soon to the Queen's Theatre, took advantage of this bit of human interest and injected it into his story featuring Eleanor Boardman and James Murray. The story is an original by Vidor and is his first screen story since he made "The Big Parade." The picture is based on the humanities of life and concerns the great section of humanity which works for a living.



Based on the famous stage play by Channing Pollock.
RALPH FORBES and LILLIAN GISH in "THE ENEMY" Coming to the Queen's for a three day run commencing Thursday.

The Masterpiece That Defies Description!



BEN-HUR is an astounding, amazing screen masterpiece that words cannot describe. You must see this marvelous, thrilling, breath-taking production, whose incredible grandeur and tense drama will startle and amaze you. It is the final, ultimate word in great pictures.

BEN-HUR

Directed by FRED NIBLO

With a cast of thousands headed by RAMON NOVARRO BETTY BRONSON MAY McAVOY CARMELO MYERS FRANCES X. BUSHMAN

From the novel copyrighted by Helen Brow, under the name of L. H. Caldwell, adapted by JUNE MATHIS scenario by CARRY WILSON

From the historical novel by GUN, LEW WALLACE

A METRO-GOLDWYN-MAYER PICTURE

AT THE WORLD TO-DAY & TO-MORROW

Interpreter 2.30 & 6.30. SPECIAL TIMES Orchestra 9.20.



GLORIA SWANSON in "THE HUMMING BIRD"

AT THE STAR TO-DAY & TO-MORROW

At 5.15 & 9.20.

CHILDREN'S MATINEE TO-DAY AT 2.30.

BETTY BRONSON IN "PETER PAN."



CLOTHES AND THE MAN

"Long ago and far away in a more simple civilisation the Master of men advised His followers:—
"Take no thought for your body, what ye shall put on." But in our day, the entire community takes thought about clothes, and especially the cost of clothes. In the life we live we must take time to think about the clothes we wear.
Instead of "Take no thought!" the Revised Version says: "Be not anxious." Weymouth gives us: "Be not over-anxious." Dr. Moffatt has it: "Do not be troubled." It may be translated: "Don't worry." It is certain that thought must be taken about clothes—tailors and dressmakers see to that. Many people are anxious, some are over-anxious, about their clothes. And some over-dressed people—that won't do, there are no over-dressed people—I mean people who have plenty of clothes, complain of having "nothing to wear." There are people, too, who are apparently never troubled quite so much by any other question as "Where-withal shall we be clothed?" But surely something better than "Don't worry!" should be said to a housewife and mother anxious to be appropriately clothed herself and to see her children so attired as to attract to themselves something of the beauty and the joy of life.

Scale of Values

There are of course more important things. "The body is more than raiment." And the soul is more than the body. We should never forget the scale of values. The man who is not awayed by the law of supremacy is living a top-sided life.
But clothes count.

Indeed they count so much in modern life that some poor people seem to think that a model marriage is one in which the wife is a treasure and the husband a treasury.

Always clothes have counted. Clothes and civilisation go together and come together. And ever since Adam and Eve in the Garden of Eden discovered their lamentable lack of clothing the subject of dress has been endlessly interesting.

Our more remote ancestors were probably kept warm by the furry coats which they grew for themselves. When they shed their covering some substitute had to be found. The simplest method was that of wrapping the body round with the skin of some animal held in place by a bone skewer. But spinning and weaving have been practised from very early days.



Rome.—The unique fountain in the courtyard of St. Peter's, next to the Vatican. The motif is a combination of the Pope's tiara or crown, and the traditional key to the Vatican.

THE CYNIC

We are puppets, Man in his pride, and Beauty fair in her flower; Do we move ourselves, or are moved by an unseen hand at a game That pushes us off from the board, and others ever succeed? Ah, yet, we cannot be kind to each other here for an hour; We whisper, and hint, and chuckle, and grin at a brother's shame; However we brave it out, we are men of a little breed.
—Tennyson.

THE TRUEST LOVE

The truest love can endure much and forgive all. It never wearies, it never despairs. It knows that in the end love will bring truth. With all its bitter longing, it can wait and suffer, and it never fails.

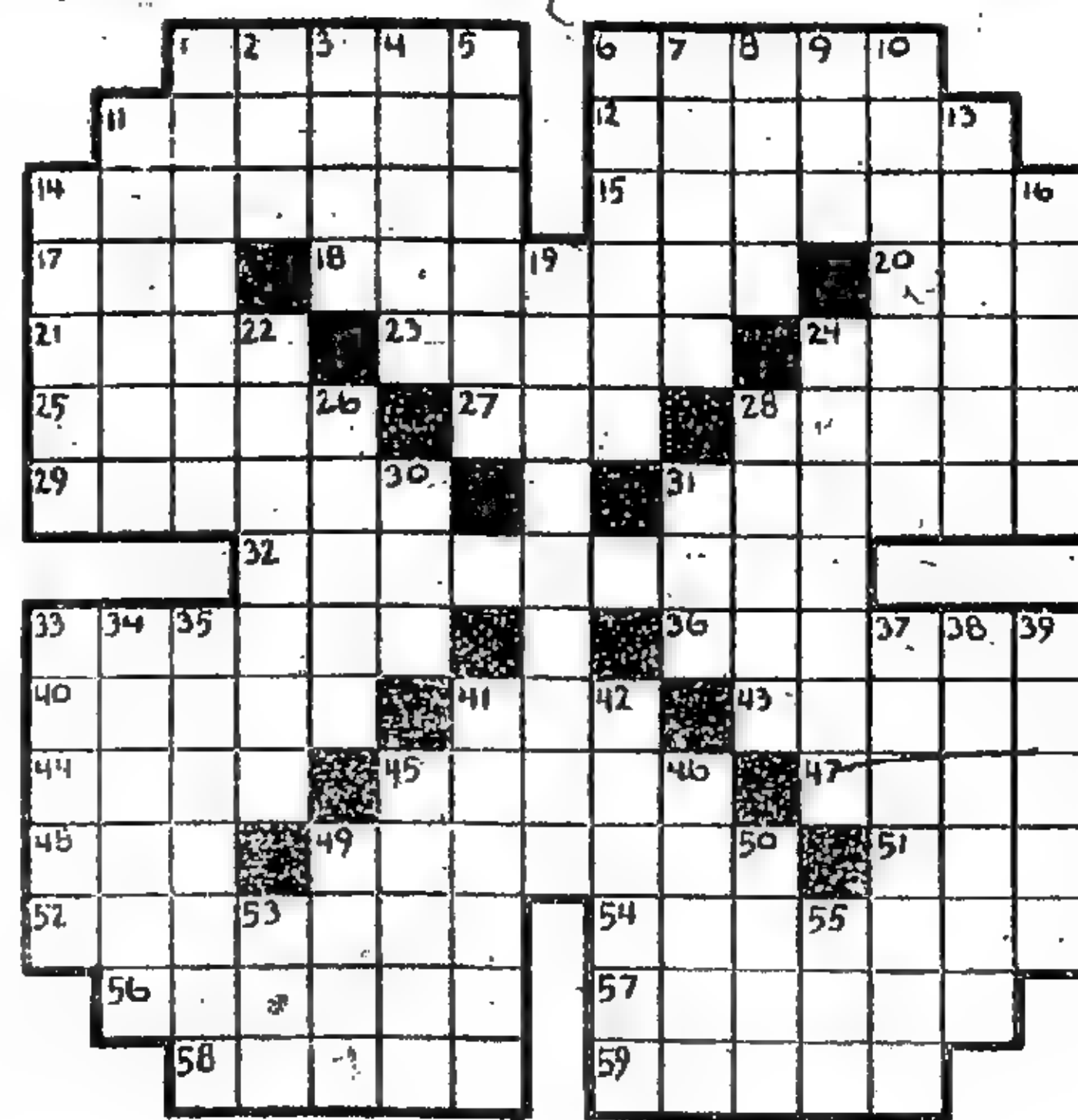
The truest love is not merely the satisfaction of one aspect of human nature, it answers the whole life. It is the greatest of all joy-bringers and the most wonderful of educators. It can hold one to truth with a power that belongs to no other force. It is ever fresh and new, like the morning and the flowers, for it is born anew in each experience and the wonder it reveals is a deep below deep in comparison with what seemed the infinite joy of yesterday.
—Edward Howard Griggs.

FOLLOW GREAT MEN

Since men for the most part follow in the footsteps and emulate the activities of others, and yet are unable to attain to the virtues of those whom they would resemble, the wise man should always follow the roads that have been trodden by the great and imitate those who have most excelled, so that if he cannot reach their perfection, he may at least acquire something of its savour, acting in this like a skillful archer, who seeing that the object he would hit is distant, takes aim much above the destined mark; not designing that his arrow should strike so high but that, flying high, it may alight at the point intended.
—Machiavelli.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1—Having the form of a cub
- 6—Former ruler of Russia
- 11—An Inn (Spanish)
- 12—German light cavalry
- 14—Polonaise element
- 15—Perusing
- 17—Sold (French)
- 18—Those whose intellects are impaired by age
- 20—Nominal value
- 21—Persian poet
- 23—Subways
- 24—Girl's name
- 25—Charges
- 27—Drunkard
- 29—Kindred
- 29—Chooses
- 31—French word for "class"
- 32—Brought into renewed unity
- 33—Highly prized
- 36—Unskilful painter
- 40—To assist or aid
- 41—White tile
- 43—Notch
- 44—Nuisance
- 45—Cause to swell

HORIZONTAL (Cont.)

- 47—Antelope of North Africa
- 48—Pertaining to two or more nations (abbr.)
- 49—Boat's rope
- 51—Rent paid by a tenant (Old English Law)
- 52—Fighter
- 54—Three-pronged spear
- 56—Amorous
- 57—Caught sight of
- 58—Splashing of water
- 59—Pastoral pipes

VERTICAL

- 1—Ribbed
- 2—Custom
- 3—Body of soldiers
- 4—One of weak intellect
- 5—Spiny plant
- 6—Small tower
- 7—Cast off
- 8—Exclamation of unhappiness
- 9—Radical (abbr.)
- 10—Those who shoot from ambush
- 11—First

VERTICAL (Cont.)

- 13—That which entangles or entrap (pl.)
- 14—Leave intensely
- 16—Rise or descent of a railroad
- 19—Extinction
- 22—Newly-enlisted soldier
- 24—Arched bridge
- 26—Make hard
- 28—Lively insects
- 30—French for "south"
- 31—Chief or commander (Spanish)
- 33—Insipid
- 34—Means of approach
- 35—Those who shape the parts of shoes
- 37—Child's light boots
- 38—Commission
- 39—To act in response
- 41—Side of cured hog
- 42—Mixture used in cookery
- 46—Groundwork
- 48—Forcibly concise
- 49—Fiber of American wool
- 50—Mature
- 53—Bellow of a cow
- 55—Cheated (slang)



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FIRST NIGHTERS

Fleet-street, Dec. 6.

One of the most inveterate first-nighters is Mr. Eddie Marsh, private secretary to Mr. Winston Churchill. His absence is deplored, as he has recently met with a mishap while holiday-making in Corsica. Then there is Mr. Gordon Selfridge, who seldom misses a first night, and is often accompanied by his daughter, the Vicomtesse de Sibour, Miss Radclyffe Hall, the novelist, recently banned by the Home Secretary. She wears a dinner-jacket suit (with skirt instead of trousers) and a black stock. Her blonde cropped hair is combed straight back, and when sitting in her stall she is frequently mistaken for one of the most advertised of our dramatic critics (male). Actresses out of a job always figure largely in the first-night audience, and the less prominent they really are the more they seek to catch the eyes—and applause—of pit and gallery as they make their leisurely way to their seats.

Spoke 20 Languages—and More

To the ordinary man in the street Harold Williams, whose death at the age of fifty-two must have come as a shock to his many friends, was hardly known. In Downing-street, however, his great merits were understood, while by foreigners of every standing he was recognised as one of the few Englishmen who could talk intelligently on foreign affairs and as the only Englishman who could talk to them in their own language. Williams' linguistic abilities were extraordinary. It is forgotten how many languages he could talk, but they ran well into the twenties, and the manner in which he could change from Russian to Serbian and from Serbian to Polish was as breathless an entertainment as Chiquella's juggling. Williams was, of course, the greatest British expert on Russia, and his book "Russia and the Russians" is still the best informed English work that has been written on that country.

Indiscretions

Sir Walter Preston, who was elected Conservative M. P. for Cheltenham on September 28, is the central figure of a political comedy. The new Member, unwittingly, no doubt, has managed to

(1) Cover the Government's rating "reform" scheme with ridicule.

(2) Throw his constituency into alarm by talk of an extra payment of £42,000 a year in rates.

(3) Provide the opponents of the proposal with deadly ammunition with which to attack the Government.

(4) And, of a certainty, to get into trouble with the Party Whips for his astonishing indiscretion.

Alarmed at the pother which his remarks have caused, Sir Walter in an interview said:—"My speech was not meant as a censure on the Government, or as a threat to resign. It is really absurd to suggest that the Government would impose £42,000 on the rates of a town which has a population of only 50,000. I do not think for one second that the scheme will cost Cheltenham that amount."

The sting of Sir Walter's criticism lies in the illuminating account he gave at a Cheltenham Mayoral luncheon of his visits to the Ministry of Health, his attempts to find out exactly how the rating plans will work, and the "mistakes" of certain officials in the figures with which he was supplied.

Labourer's Status

The Unemployment Insurance Umpire of the Ministry of Labour has just struck a blow at the dignity of a bricklayer's labourer who refused to sweep a yard because he considered that the work was beneath his status. The Employment Exchange refused his application for benefit, but he appealed to the Court of Referees, and they allowed it. The Chief Insurance Officer, however, dissatisfied with that decision, appealed to the Umpire. In Whitehall, and he has just decided against the man. "If a labourer chooses to throw himself out of employment," he says in his decision, "because he considers that his status would be impaired by sweeping a yard, he must not expect to be compensated out of the Unemployment Insurance Fund."

How Many Dismissed?

Mr. L. Horro-Bellish, Liberal M. P. for Devonport, is asking the heads of the Admiralty, War Office, Treasury, and Post Office how many men have been dismissed from the Service since the Prime Minister's letter was sent

out to the employers. Mr. J. Duckworth, Liberal M. P. for Blackburn, is asking the Postmaster-General if he will state the reasons for the discharge throughout the country of a number of workmen hitherto employed in the Post Office Engineering Department; and whether it is true that among these men were experts of many years' service, who are discharged with one week's salary only. The Postal Workers' Unions in all parts of the country are approaching Conservative M. P.'s, and are urging them to take the matter up with the Prime Minister.

Decrees Nisi

Decrees nisi were pronounced in favour of the petitioners (named first) in the following cases heard in London:—

Mrs. Mabel Roe Church, Canterbury-road, West Croydon, v. Mr. Cyril William Church. Married in 1917 at Acton Vale, they lived together at St. George's terrace, Brighton, and had one little girl. The wife acted as her husband's detective and found her husband associating with a young woman at Brighton.

Mrs. Lucy Elizabeth Veevers, Peake Hill, Purley, Surrey, formerly of Croydon-road, Caterham Valley, v. Mr. Harry Veevers. They lived together for four years after marriage, and from 1924 the wife said she never saw her husband.

Mrs. Eva Mary Bell, Riverdale-road, Chelsea, S.W., v. Mr. Edwin James Bell. After a year he left her, and later he confessed he cared for someone else.

Mrs. Lucy Helen Flewers, Twickenham-road, Leytonstone, E., v. Mr. William Thomas Flewers. The latter was in the Navy and rejoined his ship four days after the wedding.

Mr. Cyril Charles Wilcott, Lumden - terrace, Barnsbury-road, Chatham, v. Mrs. Mabel Wilcott. Their home was at Cecil-road, Rochester, until he, being in the Navy, went to China. When he returned last May he found his wife living with a man.

Eight Children

Mr. George Henry Stevens, Sisters-road, Tottenham, N., v. Mrs. Barbara Irene Stevens. They lived together at Belle Vue-street, Folkestone. Mr. Stevens was in the R.A.S.C., and afterwards went to Egypt. When he came home in 1927 he learned that his wife had had a child during his absence.

Mrs. Clara Ann Russell, Seven Sisters-road, Tottenham, No., v. Mr. Cornelius John Russell, who were married twenty years ago and had three children. During the war he served in the Navy, and later lived with another girl.

son, Lancaster-place, Kennington Park, S.E., a waitress, v. Mr. Charles Robertson. The marriage turned out unhappily. Ultimately, it was stated, Mr. Robertson left home for a woman, by whom he had a child.

Mrs. Julia Maud Williamson, Cricklewood-road, N.W., v. Mr. Thomas P. Williamson, at one time a newsagent at Kensal Rise, N.W., and afterwards of Messing-road, West Hampstead, N.W.

Mrs. Sarah Ellen Hunt, Bucharest-road, Wandsworth, S.W., v. Mr. Robert George Hunt. There were eight children, three being now under sixteen years of age. Everything went well for over twenty years. Then Mr. Hunt's conduct altered. This year he was found with another woman. Mrs. Hunt was given custody of the younger children.

New Piccadilly Tube Station

To celebrate the completion of the new Piccadilly Circus Underground Station, some 250 workmen who have been engaged on its construction were entertained by the company to a midday dinner. It was held on the big common landing at the foot of the main escalators which lead down from the booking-hall, and a battery of electric cookers was specially installed, comprising fourteen ovens and eight boilers. The new Tube station will be the most wonderful station in the world, and is the greatest engineering feat in London since the war. The station, which has a booking-hall that covers almost as big a floor space as the Queen's Hall, will deal with 50,000,000 passengers a year at a point where two tubes of the Bakerloo Railway cross over two tubes of the Piccadilly line. All the material removed during the three years of operations was taken out through one small hole—once the site of Eros, in the middle of Piccadilly-circus. Further, the whole of the station was lowered piecemeal through the same hole. Considerably more than £500,000 has been spent on building the station. There are eleven of the newest type of escalators, nine of them in batteries of three.

Miss Lily Elsie

Miss Lily Elsie, the actress, has instituted divorce proceedings at Edinburgh against her husband, Major Ian Bullough. Twenty years ago Miss Lily Elsie achieved fame as "The Merry Widow," the star of the musical comedy which had a phenomenal run in London. She retired from the stage in 1912 on her marriage to Major Bullough, and did not reappear until 1918, when she played Edith in "The Merry Widow" at the Majestic Theatre. Her last performance before her second retirement was in "Pamela," at the Palace Theatre,

with G. P. Huntley and Owen Nares. That was in 1917, and she afterwards lived for ten years with her husband at Drury-lane Farm, Redmarley, Gloucestershire. Miss Elsie is now in "The Truth Game" with Ivor Novello, at the Globe Theatre.

Boxing Match Crowds

The Commissioner of Police of the Metropolis has drawn attention to the serious overcrowding which occurs at certain premises in the East End used for boxing matches. The Theatre and Music Halls Committee of the L.C.C. report that when the police visited the premises, which were originally a picture palace licensed to seat 1,200 persons, it was found that the gangways were all densely packed. The Commissioner states that there appears to be no restriction on the numbers admitted, and that it is believed that about 3,000 persons assemble to watch contests. In the opinion of the police the conditions are such that although the exits are quite considerable, loss of life and injury might occur in the event of a fire or panic. The Council has no control over buildings used for boxing contests, but in view of the Commissioner's representations the committee have under consideration the question whether the Council should seek such powers.

Officers' Honour

"There used to be thought to be some sort of honour between military men, but perhaps that does not survive in all quarters in these times." This comment was made by Lord Merrivale in the Divorce Court, when he granted Mr. James Archibald Morrison, formerly a major in the Grenadier Guards a decree nisi against his wife, Edith Dorothy, on the ground of her misconduct with Mr. Thomas Warner, a captain in the Scots Guards, against whom an order was made for costs. Mr. and Mrs. Morrison were married in November, 1920, and afterwards lived at Basildon Park, Reading, and South-street, Park-lane. They met Mr. Warner at the winter sports at St. Moritz in 1927. The evidence showed that Mrs. Morrison and Mr. Warner went to Cornwall together. It was stated that in June last Mr. Warner's wife obtained a decree nisi against him because of his misconduct with Mrs. Morrison.

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KARL DANE

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MAYER
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already added a
million to the ranks of
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screen play made
from Channing Pollock's
famous stage success.

LILLIAN Gish's great-
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since "The Birth of a
Nation"!

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a year to crowded
houses on Broadway!

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masterpiece of immense
dramatic and emotional
power!

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famous director
turned out a surer
masterpiece!

MOVING, THRILLING, — AN EXCEPTIONAL PHOToplay!

COMING TO THE

QUEEN'S

THURSDAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20

COUNCIL CHANGES

"Unofficials" Increased From Six to Eight

"OFFICIAL" MAJORITY

Means have been provided whereby the number of Unofficial members of the Legislative Council can be increased from six (the present quota) to eight.

This is one of several changes. Another is that the Official members can also be added to by two, giving a total of ten, and thereby retaining the Government's majority of two.

There are two kinds of Official members of the Executive and Legislative Councils, these being ex-officio (i.e., by virtue of holding certain positions) and "appointed" members. Included in the reforms which came into force on Jan. 4, announced in yesterday's "Gazette" under "Additional Instructions passed under the Royal Sign Manual and Signet to the Governor," is the making of the Secretary for Chinese Affairs an ex-officio member instead of appointed member.

It is commonly known that when H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) went home on leave last year he was to take up with the Secretary of State for the Colonies the question of the constitution of the Legislative Council.

The changes in the Letters Patent of Feb. 14, 1917, published to-day, are probably the result.

Executive Council

At present the Executive Council consists of—

Ex-officio:

H.E. the Governor (President),
H.E. the General Officer Commanding the Troops,
The Colonial Secretary,
The Attorney-General,
The Colonial Treasurer

Appointed:

The Hon. Mr. H. T. Cressy, C.B.E. (Director of Public Works),
The Hon. Mr. R. A. C. North (Secretary for Chinese Affairs in place of Mr. E. R. Hallifax, C.M.G., C.B.E., who is proceeding on leave after having acted as Colonial Secretary during Sir Cecil Clementi's absence).

Unofficials:
The Hon. Sir Henry Pollock, K.C., LL.D.,
The Hon. Sir Shou-son Chow,
The Hon. Mr. A. C. Hynes.

Under the "Additional Instructions," the Secretary for Chinese Affairs becomes an ex-officio member instead of appointed member. The number of appointed Official members and Unofficial members is not fixed, because H.E. the Governor is empowered to appoint "such other persons" who are members now or are appointed from time to time.

Legislative Council

The constitution of the Legislative Council hitherto has been as follows—

Ex-officio:

H.E. the Governor (President),
H.E. the General Officer Commanding the Troops,
The Colonial Secretary,
The Attorney-General,
The Colonial Treasurer.

Appointed:

The Hon. Mr. Cressy (Director of Public Works),
The Hon. Mr. E. D. C. Wolfe, C.M.G. (Captain Superintendent of Police),
The Hon. Mr. North (Secretary for Chinese Affairs in place of Mr. Hallifax).

Unofficials:
The Hon. Sir Henry Pollock,
The Hon. Sir Shou-son Chow,
The Hon. Dr. R. H. Kotewall, C.M.G., LL.D.,
The Hon. Mr. A. C. Hynes,
The Hon. Mr. J. Owen Hughes,
The Hon. Mr. W. E. L. Shenton.

Under the changes, the Secretary for Chinese Affairs becomes ex-officio, making a total of six including the President. Appointed Official members must not exceed four in number—making a maximum of ten officials. Unofficial members may not exceed eight in number.

Whereas the term "Officer Commanding the Troops" has been used up to the present, the Additional Instructions now call him "Senior Military Officer for the time being in Command of Our regular troops within the Colony."

OFFICERS' TICKETS

Deck-ites & Engineers Who Have Passed

58 CERTIFICATES ISSUED

Yesterday's "Gazette" issues the following list of Masters, Mates and Engineers, who have passed their Examinations and obtained Certificates of Competency, issued under the provisions of Her Majesty's Order in Council of December 31, 1888, for the year ending December 31, 1928.

Roland Charles Raymond Brass, 1st Mate, s.s.; Thomas Craig Malcolm, 1st Class Engineer; Thomas Stewart Fraser, 2nd Class Engineer; Joseph William Edmund Tonkin, 2nd Class Engineer; John William Jenkins, Master, s.s.; Charles Edward Cleaver, Master, s.s.; Alexander Houghton, Master, s.s.; John George Wood, 1st Class Engineer; William Fisher Dixon, 2nd Class Engineer; Daniel Bousfield, 1st Mate, s.s. (Provisional); Eric Malcolm Gellie, Master, O.C. (1st Copy), John Cromby, 1st Class Engineer; David Ruxton, 2nd Class Engineer; Harry Lumsden Russell, 2nd Class Engineer; Thomas Alfred Orde, 2nd Class Engineer; James Hutchison Cameron, 1st Class Engineer (1st Copy).

Redvers Endicott Smith, Master, O.C.; Cecil Albert Bickford, 2nd Class Engineer; John Barlow Hodge, 1st Mate, s.s.; Edwin John Grainger, 2nd Class Engineer; James McAulay, 1st Class Engineer; John Adams Duggan, 1st Class Engineer; Alexander McNair Marshall, 1st Class Engineer; Emmanuel Kewell, 1st Class Engineer; Charles Michael Harloe, 1st Class Engineer; William Pearson Barclay, 1st Class Engineer; John Robert Macpherson, 2nd Class Engineer; James McCloskie, 2nd Class Engineer; James Arthur Kent, 2nd Class Engineer; William Inwood Hamilton, 1st Class Engineer.

George Joseph Ariste L'Effevre, Master, O.C.; Walter Ramsay Grant, 2nd Class Engineer; Charles Moore, 2nd Class Engineer; James Victor Saunt, Master, s.s.; Leslie St. John Rail, 2nd Class Engineer; Donald Alfred Glover, 1st Class Engineer; Joseph Stuart Scott, 1st Mate, s.s.; Donald Vernon Duncanson, Master, s.s.; Hugh Beck, 1st Class Engineer; Duncan Cook Murchie, 2nd Class Engineer; Geoffrey Edmund Frank Beck, 1st Mate, s.s.; Jeremiah James O'Callaghan, 2nd Class Engineer; Stewart Spilsbury Marr, Master, s.s.; John Macdonald, 1st Class Engineer; John George Henderson, 2nd Class Engineer.

Albert Edward Alexander Macleod, 1st Mate, s.s.; John Arthur Johnson, 2nd Mate, s.s.; John Tolmie, 1st Mate, s.s.; Leonard Hamilton Johnston, 1st Mate, s.s.; James William Bennett, Master, s.s.; Donald Charles Cameron, Master, s.s.; Walter Crosbie Murray, 2nd Class Engineer.

John Richard Liley, Master, s.s.; William Anderson Allan, 2nd Class Engineer; Stewart Inglis Gibb, 1st Class Engineer; James Shiel, Master, s.s.; James Herbert Swan Duncan, 2nd Class Engineer; Kenneth McDonald, 2nd Class Engineer.

VACCINATIONS

St. John Ambulance Brigade

LATEST RETURNS

The number of Chinese vaccinated free of charge by members of the St. John Ambulance Brigade, from Dec. 3 to Jan. 11, is as follows—

Chinese Y.M.C.A. division	26,031
King's College division	26,351
Railway division	3,466
Indian division	3,435
Kowloon division	31,746
Mongkok division	92,058
Shaokwan division	6,040
Un Long	1,127
St. Joseph's College division	6,246
Victoria Nursing division	500
Y.W.C.A. Nursing division	361

Grand Total 247,861

LETTERS & RADIO

Address Which Cannot Be Traced

POST OFFICE LISTS

A General Post Office notification, gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government-building:—

Poste Restante

J. H. Asome, Cheung Hwa Union Milling Co., R. Aill, Asiatic Motor Co., Miss O. Branfoot, Dr. C. Barreda, J. G. Wolfe Barry, R. T. Boffa, Balcombe & Co., W. N. Brewster, R. H. Beavan, L. Barret, Chau Sum-chuk, R. H. Coots, Mrs. T. V. Campbell, W. Durrant, Mrs. Doring, K. Fukumoto, George Gray (Australian Billiardist), Admiral Sir Guy and Lady Gaunt, Mrs. M. Griffiths, J. T. Graham, W. D. Hawkes, Dr. G. Hollings, H. J. Hunt, W. E. Johnson, E. J. Johnson, Mr. Ed. James (Methodist Mission), Miss W. Y. Leung, H. S. Lam, Geo. Lynott, H. L. Morris (H. K. Exposition Grounds), Geo. Melis, J. Macdonald, Miss J. Marriott, H. A. Mohler, R. R. Marsh, A. McKirdy, E. H. Oesch, Art Phil., Furniture Co., R. S. Pratt, Tom Russell, H. R. Roberts, s.s. "Quercus", Sita Ram Rao, A. H. Rennie, Capt. J. V. Reed, s.s. "Sunpath", A. H. Rennie, W. D. Smith, Miss A. Smedley, D. Stewart, H. Saley, Mrs. B. Sidney, J. Trillat, Universal Providers Ltd., R. Wallace, and H. E. Watson.

Unpaid Correspondence

J. E. Fisher, A. G. Hewitt, A. Hornby, Mrs. E. C. Humphrey, R. Kunold, Robt. P. Merchant, Mrs. E. D. D. Merchant, F. Mingo, Miss A. Todd, and V. B. Veloso.

Registered Articles

Beddington Publicity Co., Commercial Guarantee Bank, W. Diff (H.K. Hotel), J. M. Ellis, J. M. Gutierrez (Beddington Publicity Co.), Madame Garousose, P. Coust, Miss Ledink, Omar Moh, M. J. E. Mitchell, Harry Ross (H.K. Hotel), Wang Yip Co., and J. Wilks.

Unclaimed Radio Telegrams

Miss Adelle Mason H.K. Hotel, Keene Nk, Oskaloosa Iowa, Sue Hung Yoo Hang Bank, Macau, Hing Kwok Aiam Yik Co.

New York

Commerce S.S. "Morea", Ching Hung 4264, Ohlon Sanchez Salubayavef Kowloon, S.S. "Pres. Mackinley", Ng Tai Noon, Sandakan Kichshaw s.s. "Empress of France", Dean Christian, Duluth Minn, Never Organ, Batavia, Miss Decoutet Postoffice, Saigon

HONG KONG HOTEL VISITORS

January 11, 1929.

Messrs. C. Adair, E. Axon, E. Alabaster, Messrs. D. G. Bruce, M. Bolton, R. H. Beavan, Mr. and Mrs. Bonhard and Child, Mr. E. J. Carmichael, Mr. and Mrs. D. Chaddock, Messrs. L. M. Cohn, H. J. Coolidge, Dr. J. Cruz, Mr. and Mrs. S. Drewitt, Mrs. K. Dowd, Messrs. A. G. Ellinger, L. and P. Epstein, Messrs. J. C. Finch, R. E. Francis, Messrs. S. P. Gray, J. R. George, Messrs. A. F. Henry, A. J. P. Heard, R. W. Hender, Mr. and Mrs. A. S. Hornwood, Mr. J. E. Joseph, Mrs. Ed. R. Keller and Son, Messrs. W. M. Murdock, P. L. McArdle, Madame L. Maurin, Mr. and Mrs. G. S. Marsh, Miss Marsh, Mrs. H. F. Marsh, Mr. A. Perkins, Messrs. W. Vander Steen, S. W. Sung, L. Sylvander, Mr. and Mrs. W. G. Simpson, Sir Archibald Strong, Mr. and Mrs. Stratton, Messrs. E. Timmermann, J. Van Tym, Messrs. R. P. Whitham, T. B. Wilson, W. A. Wills, Paul Wyler, W. Weber, R. Wylie, R. E. Wheeler, Mr. and Mrs. J. E. Watkins.

The wages dispute at Snowdown Colliery, near Dover, which led to a strike involving 1,200 men on November 14, was settled and the colliery has reopened.

BRINGING UP FATHER.



THE "SALE OF THE SEASON"

8.30 A.M. COMMENCES TO-MORROW 8.30 A.M.

LADIES' WEAR -- MEN'S WEAR CHILDREN'S WEAR

All reduced at least 20 %

MANY BARGAINS AT HALF - PRICE

— HIGH GRADE GOODS ONLY—NO SPECIAL "JUNK" FOR SALE—

CHINA & GLASS—TOY & GAMES—BLACKWOOD

HARDWARE — JEWELLERY — SILVERWARE

FURNISHINGS — STATIONERY — DRESS MATERIALS

ALL GREATLY REDUCED.

LANE, CRAWFORD L^{TD}

"ON APPROVAL"

A.D.C.'s Forthcoming Production

This witty comedy was acclaimed by all the critics on its first production in April, 1927 as the best play that Frederick Lonsdale had yet written. It was described by the critic of the "Westminster Gazette" as "that rare thing a farce which is at the same time intensely funny and uncompromisingly intelligent." "The Daily Mail" called it the "wittiest piece of writing that he had listened to in the Theatre for many a long day."

The story goes that after the great personal successes scored by Ellis Jeffreys and Ronald Squire in "The Last of Mrs. Cheyne," Lonsdale promised to write a play specially for them and that "On Approval" is the result. These two acknowledged leaders of their profession were supported in London by Valerie Taylor and Edmond Breen so that the cast was one of exceptional brilliance.

The A.D.C. are to be congratulated on their courage in tackling a three act comedy with such a small cast. It might, in fact, be regarded almost as impudence, but from what we hear of the way rehearsals are shaping the production under the mastery direction of Mrs. F. G. Hunt, herself an ex professional actress of considerable fame, the boldness of the A.D.C. is amply justified.

The cast will consist of Mrs. Edgar Davidson, who played with great success the part of "Mrs. Ebley" in "The Last of Mrs. Cheyne," Mrs. R. E. Greensmith who had a great personal triumph in "The Sport of Kings," Mr. B. L. Seton-Winton, an actor of great experience, who has played many parts in Shanghai and Kobe, and Mr. M. M. Maas, whose performance as "Charles" in "Mrs. Cheyne" will be remembered by local play goers.

Booking will open at Andersons on the 16th instant.—Contributed.

COLONY'S MONEY

Returns Till End Of September

At the end of the third quarter of last year the Colony's balance in credit amounted to \$6,498,025 as against \$6,498,807 at the end of the previous month. This fact was revealed in the "Gazette" published yesterday.

The revenue for September was \$1,607,671, as against \$1,534,386 for the same month in 1927; whilst the respective expenditure figures were \$1,613,463 and \$1,426,063.

The total income for the period from January to September inclusive was \$17,040,475, compared with \$15,180,789 for the corresponding period in 1927. The estimate of revenue for the whole year is \$20,103,290.

The nine months' expenditure totalled \$14,533,212, as against \$13,885,552 in 1927. The estimate for the whole year's expenditure is \$22,183,045.

ROSARY CHURCH

To-day (Sunday)—1st Sunday after Epiphany.—The Holy Family.—St. Veronica, V. Mass 6.30, 7.30, 8.30 and 9.30 a.m.

To-morrow (Monday). — St. Hilary, Bp. and D., Mass 6.30 and 7.30 a.m.

Tuesday. — St. Paul, Hermit, Mass, 6.30 and 7.30 a.m.

Wednesday.—St. Marcellus, P. & M., Mass 6.30 and 7.30 a.m.

Thursday. — St. Anthony, Ab., Mass 6.30 and 7.30 a.m.

Friday.—St. Peter's Chair at Rome.—St. Pricca, V.M., Mass 6.30 and 7.30 a.m.

Saturday.—St. Canute, K. and M., Mass 6.30 and 7.30 a.m.

To-day's feature picture during the 2.30 p.m. matinee performance at the Star Theatre is "Peter Pan," a splendid screen version of Sir James Barrie's popular stage play.

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MAIL
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CHINA NEWS, LOCAL NEWS and all the NEWS.

The Weekly paper that saves you the trouble of writing home.

Sufficient time has elapsed to think about the interchange of gifts during the Festive Season. Has it ever struck you that there are some presents which will be appreciated, especially in other parts of the world? You are strongly recommended to hand in an address to the "Overland China Mail"—the only illustrated weekly news budget published in Hong Kong—for numbers to be sent for any period you like. The senders are assured of the approbation of those receiving the "Overland."

For years the "Overland," full of informative articles, "local" and "China" news, and topical pictures (supplied by the pioneer service in the Colony), has served as a strong link between Hong Kong and people elsewhere.

Concurrent with the simultaneous exposure of Communist activities in Hong Kong and in Canton, a special article has been included in the "Overland" dealing with the "Christian General," who is alleged in some quarters to be a Red still. The article also explains how Britain and other countries view the Soviet policy towards China; a policy portending dire results to the world if it were allowed to have effect.

READY NOW.

Mail via Siberia at 6.00 p.m. on Saturday.

SINGLE COPY 25 Cents.

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"THE OVERLAND CHINA MAIL."

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DO NOT FAIL TO SEE THESE NEWLY
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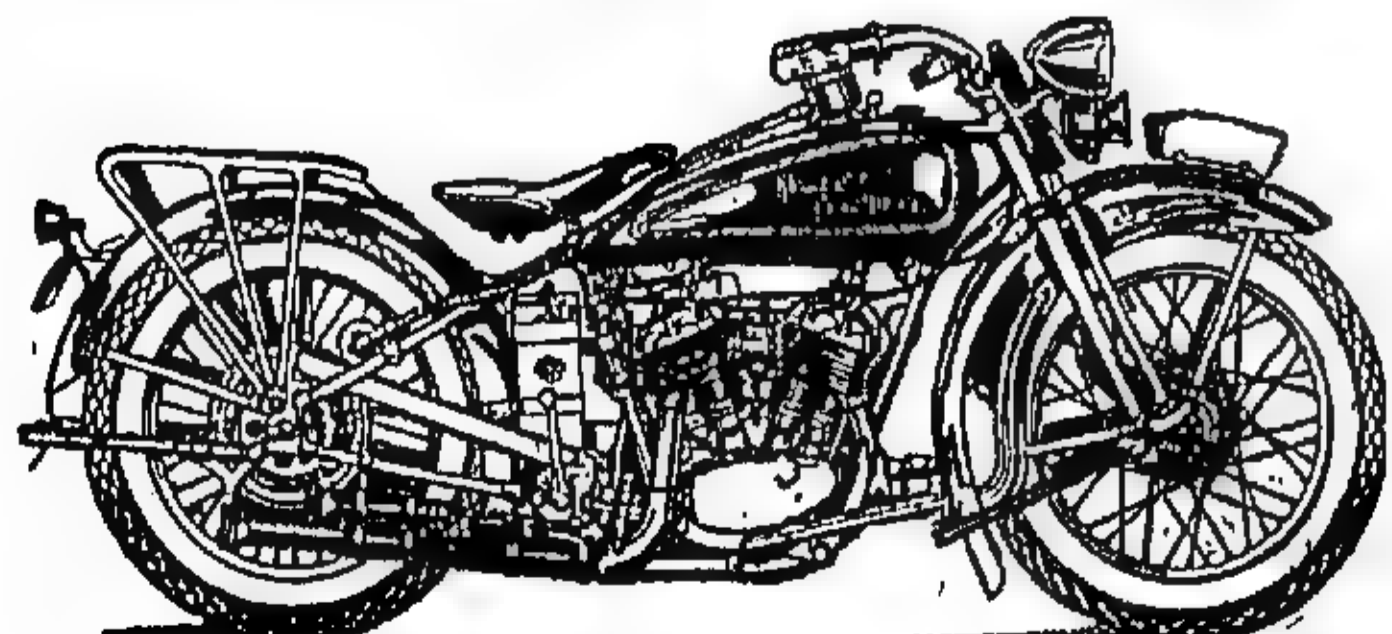
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A NEW WONDERFUL 45 TWIN.

Here it is! The 45 Twin, the Motor-Cycle Magnificent, that the world has been waiting for Harley-Davidson to build.
And such a Motor-Cycle! Great Acceleration—Smooth Gliding Power—Quiet Speed that leaves the parades of cars far behind. Above all, a Motor-Cycle easy to handle, a comfort and a pleasure to ride. Everything you would expect in a 45 with the Harley-Davidson name on the tanks. Features Galore that stamp it the peak of modern Motor-Cycle engineering.

THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

OUR WEEKLY CHAT On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Fiat Wins 1928 Championship.

Active in races and competitions of all kinds, in every part of the country, the 9 h.p. Fiat 509 model has won the Italian Championship for 1928, in the 1100 c.c. class, as the result of the greatest number of successes. Recently this car won a similar award in Switzerland, where it has held the championship for two consecutive years.

Germany Forging Ahead

The fact that the number of motor cars in Germany has increased by over 30 per cent. during the past year is revealed by a study of the figures showing the number of vehicles in use on July 1, 1928, as compared with July 1, 1927. The actual figures in the case of cars are 267,774 in 1927, and 351,380 in 1928, whilst the figures for the total number of vehicles in use on the two dates are 679,895 and 933,812.

Motor Ship Production in 1928.

When the complete figures are available, it will be found, according to "The Motor Ship," that the number and tonnage of motor vessels built throughout the world in 1928 will be 50 per cent. greater than during the previous year. It is estimated that the total will reach 1 1/4 million tons gross, compared with 816,000 tons gross in 1927. The rapidity of the growth of popularity of the motor vessel is illustrated by the fact that in 1923 the ships of this class that were built totalled rather under one quarter of a million tons gross, or 20 per cent. of the corresponding figure this year.

American Hustle

Although it was only on March 23 that the ground was broken on the site of the new Firestone tyre factory, near Isleworth, England, the opening ceremony took place on Tuesday, October 16, being attended by the Home Secretary, Sir William Joynson-Hicks. An interesting feature of the function was a speech delivered by wireless telephone and amplifiers by Mr. Firestone, Senior, sitting in his office at Akron, Ohio, U.S.A.

Orders Car By Mail.

MacFulton, Inc., Studebaker-Erskine dealer in Camden, N.J., U.S.A., recently had an experience like that of the bridge player who picks up a hand with thirteen trumps. In his mail was a letter from Edward J. Borden which said, "Enclosed find my order with deposit for one new Studebaker Commander Sedan, to be delivered on or about ten days from date. It may interest you to know that this will be my tenth Studebaker, and that I have never been delayed by mechanical trouble of any sort while driving Studebakers."

Service Stations

With sixteen directly controlled sales and service organisations throughout Italy, a further eighteen in other countries, and a network of nearly seven thousand agents and concessionaires, the Fiat Company is now in a position to provide adequate service to its owners in every part of the world. In Italy the Fiat service stations are so numerous that if they were placed in a straight line they would stretch from one end of the peninsula to the other with gaps of only 220 yards between them. At the present time 35,000 people are directly engaged in the manufacture of Fiat cars, this, it is believed, being the biggest staff in Europe.

Chaotic French Law

Much trouble has been caused in France of late on the question of learning to drive. According to French road law "no person shall be allowed to drive a motor car if he does not possess a certificate of capacity," and the problem is where shall the "would-be driver-learn?" In Paris, novices are permitted on the streets provided they are with a duly qualified instructor in a car with dual control, but outside Paris there is confusion owing to lack of rules.

Belgian Motor Road

Plans are reported to be in course of preparation for a projected motor road between Brussels, Alost and Ghent.

Three-Tier Highway
Suggestions for dealing with the traffic congestion in New York City include the establishment of a three-tier elevated highway, the banning of passenger cars from certain routes, taxi cab proprietors to be compelled to provide their own stands inside of property lines, mercantile houses to load and unload within their own property, and, finally, a grand arterial and circumferential road system.

An Alibi—and the Sequel

Returning at 9 a.m. from a masked ball, a Berne (Switzerland) motorist ran down and killed a cyclist, but drove on. Subsequently he returned in order to remove the traces of the accident, and then deposited a recognisable portion of his car on another road in order to establish an alibi. Unable to rebut the evidence, however, he eventually made full confession, and his reluctance to face the music in the first instance has resulted in a sentence of 14 months' imprisonment, perpetual withdrawal of his licence, 21,200 francs indemnity, 1,160 francs costs, and a fine of 500 francs.

In South Australia

An official return shows that 9,988 new cars were registered in South Australia last year.

Duty Free for Testing

Italian car manufacturers may now import petrol and oil free of duty for testing purposes.

Massed Starts Banned

A sequel to the terrible accident at Monza during the European Grand Prix is the abolition in Germany of motor car racing with massed starts.

Little Drops of Petrol

Marketed by a famous petrol company, penny tubes of spirit are now obtainable in England for refilling petrol lighters.

French Caution

The Prefect of the Meuse Department of France recommends motorists to carry first aid requisites with them.

Paraguay Plans

A touring club of Paraguay has recently been established to stimulate public interest in better roads in the Republic.

In Limited Numbers

A recent conference of representatives of the Ministries of Commerce and Communication and the president of the German Automobile Club have decided to urge the limitation of the number of competitors in motor-cycle races.

Women Drivers in Germany

The number of women motor drivers in Germany is increasing rapidly. 574 having been granted licences in Berlin alone during the second quarter of the present year.

Carbon Monoxide Dangers

An educational film, entitled, "Carbon Monoxide: The Unseen Danger," has been produced by the American Bureau of Mines to emphasise the danger of this gas in the hope that the heavy annual death rate it causes will be reduced.

The Silver Streak

According to a daily paper, H.H. the Aga Khan's nephew has recently purchased a wonderful motor-cycle composed almost entirely of silver. This unique machine goes so fast that it appears to the onlooker as a dazzling streak of lightning!

Other Than Petrol

A test of vehicles using fuels not coming under the general heading of "petrol" will be organised by the Technical Committee of the R.A.C. in England this spring. There will be classes for vehicles using crude oil, paraffin and self-produced gas, while, if sufficient support is forthcoming, a class may be included for vehicles running on solid fuel, such as coal dust. In view of the attention at present being focussed on the use of crude oil for road transport, the trials should prove of particular interest.

HINTS FOR THE MAN WHO DRIVES HIMSELF

Few drivers seem to realise that there is such a thing as a front-wheel skid. It happens when the wheels are cut for a turn and the car goes sliding straight ahead.

If you fill the radiator so full that some of the solution goes out the overflow, you must add anti-freeze whenever adding water, otherwise protection against freezing will not be adequate.

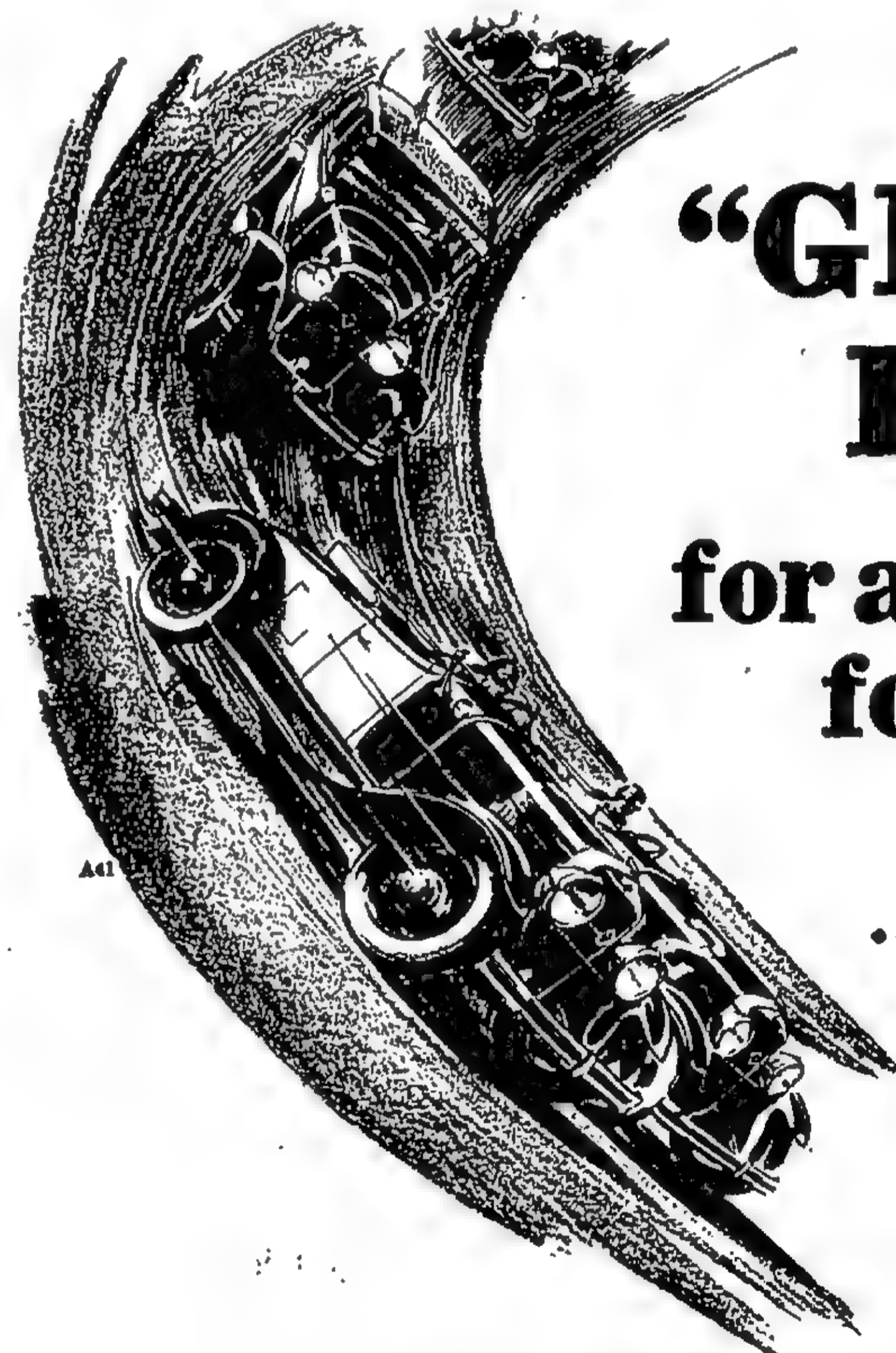
Never shift into reverse until the car has fully stopped going forward, or into a forward speed while the car is still going backwards slightly.

Often what appears to be the end of the white line on a curve may be just a break in the line. Don't be too eager to pass other cars.

Keep your spring controls in good condition. The car will sway badly on curves if a neglected shock absorber or stabiliser fails to hold.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4441.



"GREATEST RECORD for any class of car for all time!"

...International Association
of Recognized
Automobile Clubs
(PARIS)

STUDEBAKER'S new President Eight recently raced 30,000 miles in 26,326 minutes! Not a special hand built model, stripped for speed, but four strictly stock models—each traveled this distance at better than a mile a minute average speed. The cars were selected at random by officials of the American Automobile Association who supervised and certified the great record in the history of transportation.

Studebaker's Four New Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commander (25,000 miles in 21,306 minutes); The Director (20,000 miles in 17,311 minutes); The Executive (15,000 miles in 13,311 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

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STUDEBAKER

THE GREAT INDEPENDENT ESTABLISHED IN 1853

JAY-WALKERS

Found Nimble In America

VIEWS ON PEDESTRIANS

New York, America has the most agile jay-walkers in the world. Traffic moves tediously slow in American cities as compared to Paris and London. The average American's automobile is unkempt. The number of women who drive automobiles in America is amazing. These are a few observations of members of the European automotive commission who are in America to make a study of the various phases of the automotive industry.

The commission is composed of men of eight nationalities representing 26 countries of Europe and the near east. Their itinerary includes New York, Washington, Detroit, Flint, Pontiac and Lansing, Mich.

Few Women Drive There

Mr. Westbrook is attached to the staff of General Motors Near East at Alexandria. In his territory are 17 countries where more than 20 languages are used. These countries include Egypt, Iraq, Palestine, Syria, Albania, Bulgaria, Italy, Persia, Turkistan, Jugoslavia, Libya, Sudan, Arabia, Turkey, Roumania and Greece. The use of American-made automobiles is rapidly increasing in those countries, according to Mr. Westbrook, despite age-old traditions that sometimes take the form of trade barriers and sales resistance. Even in the desert the motor-car is replacing the camel and modern highways are being projected everywhere.

In many countries of Europe and the Near East women have been slow to take up automobile driving. Consequently, members of the overseas party were impressed by the large number of women they observed driving cars in America.

Women Here Drive Well

"Your American women drive so expertly," remarked Harry Forman of London, who is attached to the staff of General Motors Ltd. "I really believe they are more careful at the wheel than men."

Emmanuel Ricardo of Paris was struck by the lack of traffic confusion. "Your traffic is so perfectly controlled in New York compared to Paris," he declared, "but I believe there are fewer traffic delays there. In Paris there is more confusion but traffic moves more speedily."

Bolger Dau, who represents General Motors International at Copenhagen, expresses great surprise that Americans do not take better care of their cars. In the short time he has been here, he says he has never seen so many unkempt automobiles in his life. To him, he says, it seems as though the owner driver must lack a personal pride in his possession or he would take care to see that his car was polished and in ship-shape order.

Danes Turn Taxi Men

Commenting upon industrial conditions in his country, Mr. Dau said that, oddly enough, the recent unemployment situation had benefited rather than hurt the automobile business. In America, the purchase of automobiles is the barometer of our prosperity. Nowadays in Denmark when times are bad and a man loses his job—such is the thrift of the Dane that he always has something "put by"—he taps his savings, buys a car which he keeps shining and polished and goes into business for himself as a taximan. In this enterprising way, a great many Danes lifted themselves over the late unemployment period and contributed their share to keeping other men in jobs.

UNEVEN BRAKING

Very often one of the rear-wheel brakes does not act so effectively as the others. When this occurs there are several things to which the trouble may be attributed. The first is that grease or oil has found its way on to the brake drum. The oil may possibly have leaked from the back axle, in which case the felt washer used to prevent such leakage may need renewing; it may be that you have been over zealous in lubricating the brake cam with the grease or oil gun, so that there has been too much lubricant delivered at this part, and it has worked its way into the drums. Perhaps some part of the brake gear has become bent, or it may be that the rods and levers are not moving freely.

It has been found that the nuts holding the cross-shaft which supports part of the brake gear have become loose so that the shaft wobbles about considerably when the pedal is depressed.

BRIGHT OUTLOOK

What British Director Thinks

THE WHIPPETS

Sir William Letts, managing director of the Willys-Overland Crossley, Limited, of Stockport England, has just completed his annual tour of the Willys-Overland factories in the United States and Canada.

Sir William is a figure of marked importance in automotive circles both in Europe and America, so that his comment on motor development are always greeted with considerable interest. Commenting on the Automobile business in England and Continental Europe for the coming year, he foretold excellent conditions, saying in part: "The company which I direct will this year see the biggest business in its history, and this despite the fact that we have not been able to get all the Whippet and Willys Knights that we needed."

He received a cable stating that in the 24-hour reliability trial held in Ireland, and also in the open event, a Whippet won the silver cup the highest award in its class.

"In the Export Division controlled by us from Stockport, we have almost doubled our business this year. During Mr. Willys' visit overseas last year we arranged to put in an assembly plant in Berlin to take care of our business in Germany and we expect outstanding results to be shown there before the end of the year."

"Our overseas expansion has also included Belgium where we have established a separate company and already have begun car assembly at our plant in Antwerp. In Norway, Sweden and Denmark the Willys-Overland distributors are enthusiastic over market conditions, and are doing the largest volume of business in Willys-Overland history in those countries. As a matter of fact, the general condition of our Whippet and Willys-Knight business in continental Europe, India and South Africa has never before been so encouraging and the outlook for the future is extremely bright."

"LANGUAGE"

The simple "language lessons" published each week in one of the overseas motoring periodicals seldom fail to cause a laugh. Without apologies, we reproduce this the latest from "The Motor Cycle":

Q: What is this?
A: It is a Speedman.
Q: Why wheels he his motor bicycle?

A: Because it has burst.
Q: Why has it burst?
A: I do not know. Ask the Speedman.

Q: Please, Sir, why has your motor bicycle burst?

A: It has not burst.
Q: No? Then what is that large and jagged hole in the cylinder?

A: The large and jagged hole in the cylinder is an extra exhaust port.

Q: I see. But what is that piece of aluminium which protrudes from the extra exhaust port?

A: The piece of aluminium which protrudes from the exhaust port is our patent divided piston.

Q: I see. Then, why do you wheel it?

A: Because the magneto does not function.

Q: Do I believe that?
A: No.

QUIET "HUP"

Car's Greater Riding Comfort

NO SQUEAKS

The art of building bodies for vehicles has come a long way from the days of Old Dobbin and the one-hoss shay to the present luxurious motor car.

Hupmobile engineers, who have made a special study of the exacting demands imposed by modern transportation conditions on the men who design and build the bodies for to-day's automobiles, saw that fully ten times the labour and material deemed necessary even for the motor car of ten years ago are expended to assure riding comfort in their new Century eights and sixes. One of the most important objectives has been to attain freedom from the annoying squeaks, rattles and other noises which used to be the motorist's bugbear.

Silent flexibility, Hupmobile engineers explain, is accomplished in their cars by a combination of a large number of carefully worked out methods.

Provision against noise is made at no fewer than 123 joints and contacts in every Hupmobile Century sedan. Six kinds of material are used for sound deadening and lubrication. Graphited tape, a material of practically permanent lubricating qualities, is placed under all braces. Felt padding breaks up the sounding-box tendencies of large panels. Floor boards are laid in a bed of non-driving friction paste to prevent squeaking.

At every point of the body of a Century Hupmobile the durability and strength of the coachwork matches up fully to the brilliant qualities of the six and eight cylinder chassis," says Mr. Stan Wallis, local Hupmobile dealer.

IN BRAZIL

A Record Made In Annual Test

A record was made by Graham-Paige models in this year's Washington Luis Touring Test in Brazil. This is the annual test inaugurated by Washington Luis, President of Brazil, and held under the auspices of the Sao Paulo Good Roads Association. It covers a course of 1,200 kilometres from Sao Paulo to Rio de Janeiro, thence to Petropolis and return.

It is a four days' run under touring (not racing) conditions each of the contestants' cars carrying at least four, and some of them five passengers over a road course which is none too good. This test is closely supervised and checked at several points of observation and the scoring is on a basis of freedom from troubles usually experienced by the motorists.

In this year's contest 15 cars entered, 13 of which were American and two European. In all there were four events, Graham-Paige taking first place in each of them.

The much coveted Washington-Luis trophy cup went to Roberto Thiry, piloting a Graham-Paige model No. 614, for the best total score of all contestants in each class. Despite adverse road conditions, the running time was better than that of the best railroad service.

A Belgian cyclist has covered 78 miles in one hour, one of his laps being covered at 80 1/4 m.p.h. The ride was, of course, paced by motor cycle.

MOTOR LEGISLATION

Lord Cecil's Unpopular Bill

TRADE OPPOSITION

There has been a good deal of talk lately in motoring circles about legislation, and I gather (writes a Home correspondent) that the various motoring organisations, as well as the motor trade associations, have been holding meetings with a view to working out some definite line of policy on the matter of taxation.

Lord Cecil's Bill, which has the very laudable object of seeking to reduce the number of road accidents, is not likely to get very far. It was introduced in the House of Lords the other day, but in the opinion of most people it has no chance of passing into law. If it had we should have heard more about it, for the motor trade would have had something to say against a measure which was so restrictive in character.

Lord Cecil would have us drive at not more than 20 or 30 miles an hour, and he would make the fitting of a device to prevent higher speeds compulsory on all cars. Further, he proposes to make all drivers pass a test of their skill in driving, and he wants compulsory insurance covering third party risks.

No Speed Limit?

I cannot help wondering whether he has ever considered the congestion which would result on all busy roads were a mechanical check on the speed of vehicles to be imposed. Traffic would quickly get into such a state of chaos that no one would want to travel by road. People would cease to buy cars, and one of the leading industries of the country would be faced with ruin.

What is wanted are fewer restrictions and speed limits, and it is hoped that when the new Road Traffic Bill is presented in its final form it will be found that while increased penalties have been imposed for dangerous driving, there is no fixed speed limit.

Incidentally, it may be mentioned that there is no possibility of the Road Traffic Bill coming before the present Parliament. The delay is to be regretted, for it is now nearly two years since the draft Bill was circulated for discussion by the various public and trade organisations chiefly affected by it.

Most of these associations put forward their amendments and proposals long ago, but pressure of business has prevented the Government from going further with the measure.

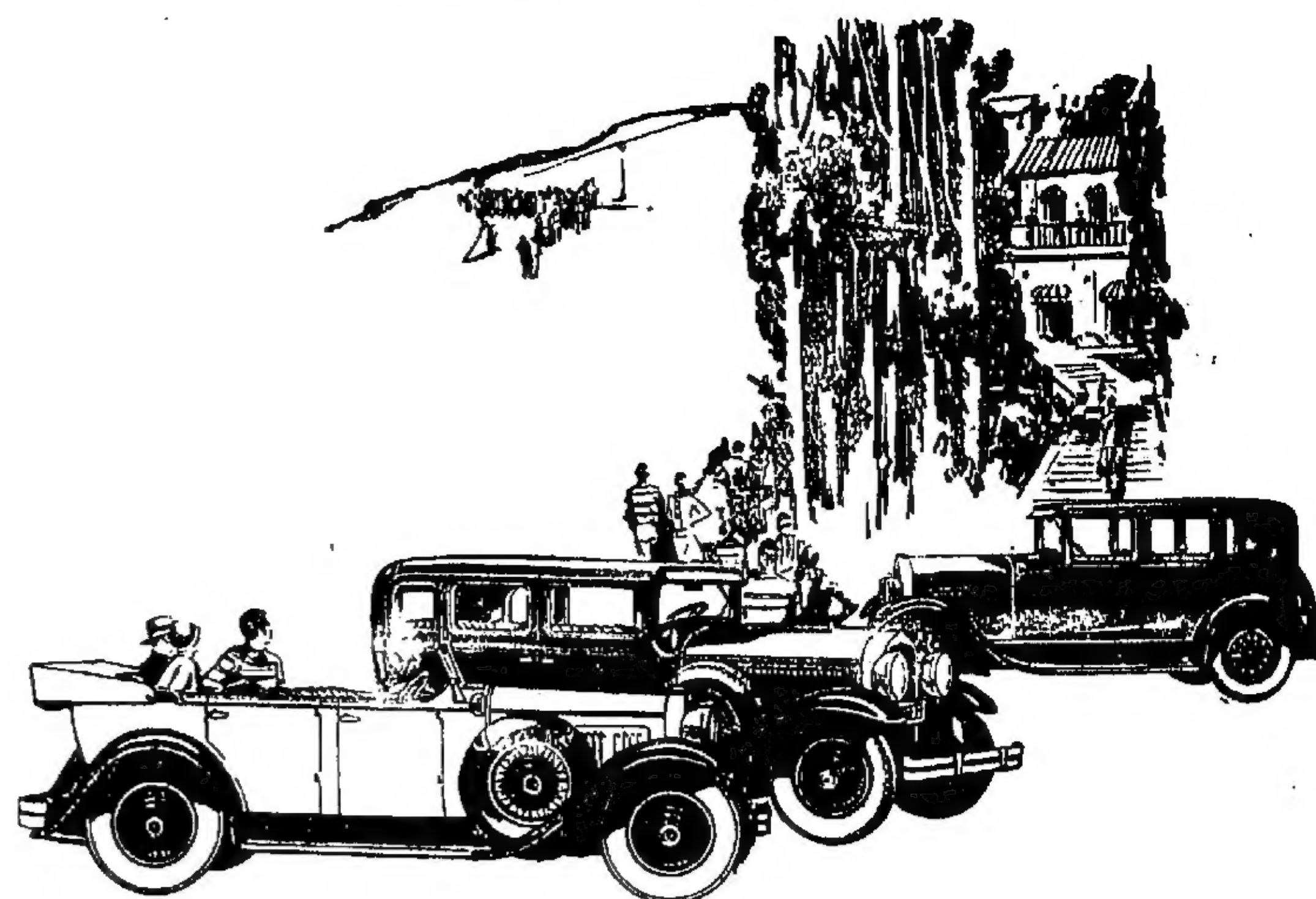
Too Heavy Taxation

On the subject of taxation, efforts are still being made to convince the Chancellor of the Exchequer that the present system of taxation is unfair to the motoring public, and it is hoped that Mr. Churchill will see his way clear to reduce the horse-power tax and, if necessary, increase the petrol tax.

A tax of say, 10s. per horse-power and a slightly heavier duty on petrol, would probably meet with approval from the motor trade and many motorists. It would certainly enable the British manufacturer to produce a type of car which would be suitable for overseas use as well as for the home market.

It remains to be seen, however, whether the Chancellor in his last Budget of the present Government will see his way clear to introduce a reform of this kind.

An attempt is also being made to focus the attention of the Treasury and Ministry of Transport officials on the second-hand car. As is well



Quality In Three Price Fields

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The New Senior is one of the distinguished Sixes of the day, aristocratic in appearance, outranking many costly cars in performance and luxury.

The famous Victory is still the outstanding engineering triumph of the industry.

The Standard offers a degree of comfort, economy, quality and style most unusual at the price.

Dodge Brothers complete line of passenger vehicles includes the Standard Six, the Victory Six and the Senior Six.

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known, the used car problem is a growing menace to the prosperity of the motor trade, and it is contended that if cars of five years old and over were subject to a lower tax more people would be induced to buy them, and motor agents would not be compelled to lock up so much capital in second-hand cars as they do at present.

Personally, I do not think taxation has very much to do with the used-car problem. The number of people who want a car of even three years old is very small indeed, and it will decrease as the price of new cars is reduced.

The motor trade would benefit to a very small degree were the tax on old cars less than that on new cars. It would benefit enormously were the taxation on all cars, new and old, reduced even by a few shillings per horse-power.

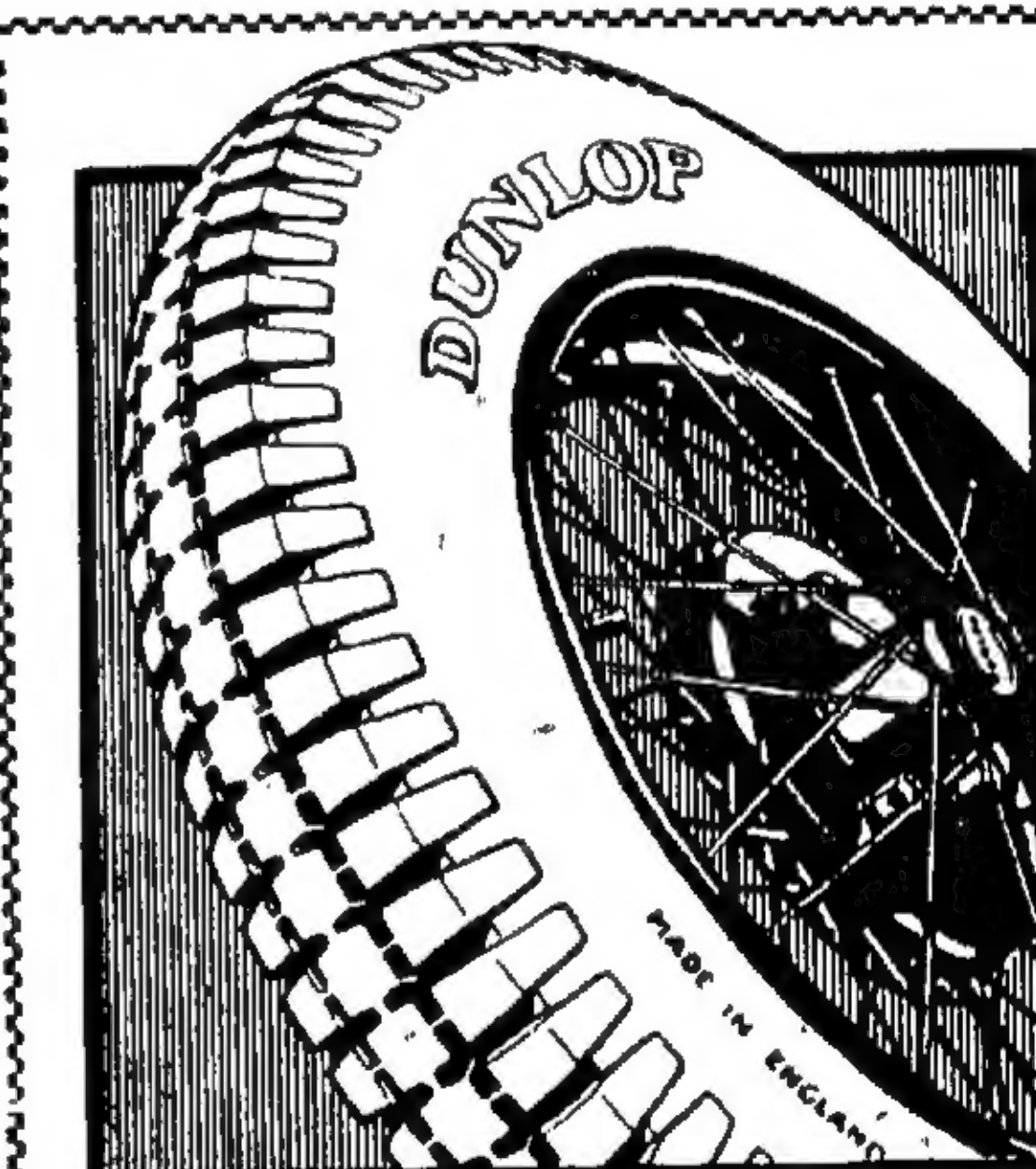
RAIN STAINS

Owners do not always find it convenient to wash their cars after every outing, and at the same time they dislike the spotting which takes place on the bonnet if rain-drops are allowed to dry. The heat of the engine affects the bonnet and cold rain striking the surface produces unsightly blotches. These will not have time to do much harm if they are removed with a clean chamois leather before they dry. Old stains can frequently be removed by gentle rubbing with an exceedingly soft cloth upon which has been placed a few drops of boiled oil. This should not be depended upon too much, however, as a too frequent application of oil affects the finish.

A couple of minutes spent with clean water, sponge and chamois on the bonnet alone is simply repaid.

A WASHING TIP

Water leaking through the front hinges during the process of washing is likely to have an adverse effect upon the engine. The magneto may cease to function if it is subjected to a water bath and the petrol flow will be obstructed if the water leaks into the float chamber; the least that may hap-



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Correct balance between the tough Dunlop Tread and the Dunlop Casing makes a perfect cover.

The Casings of

DUNLOP
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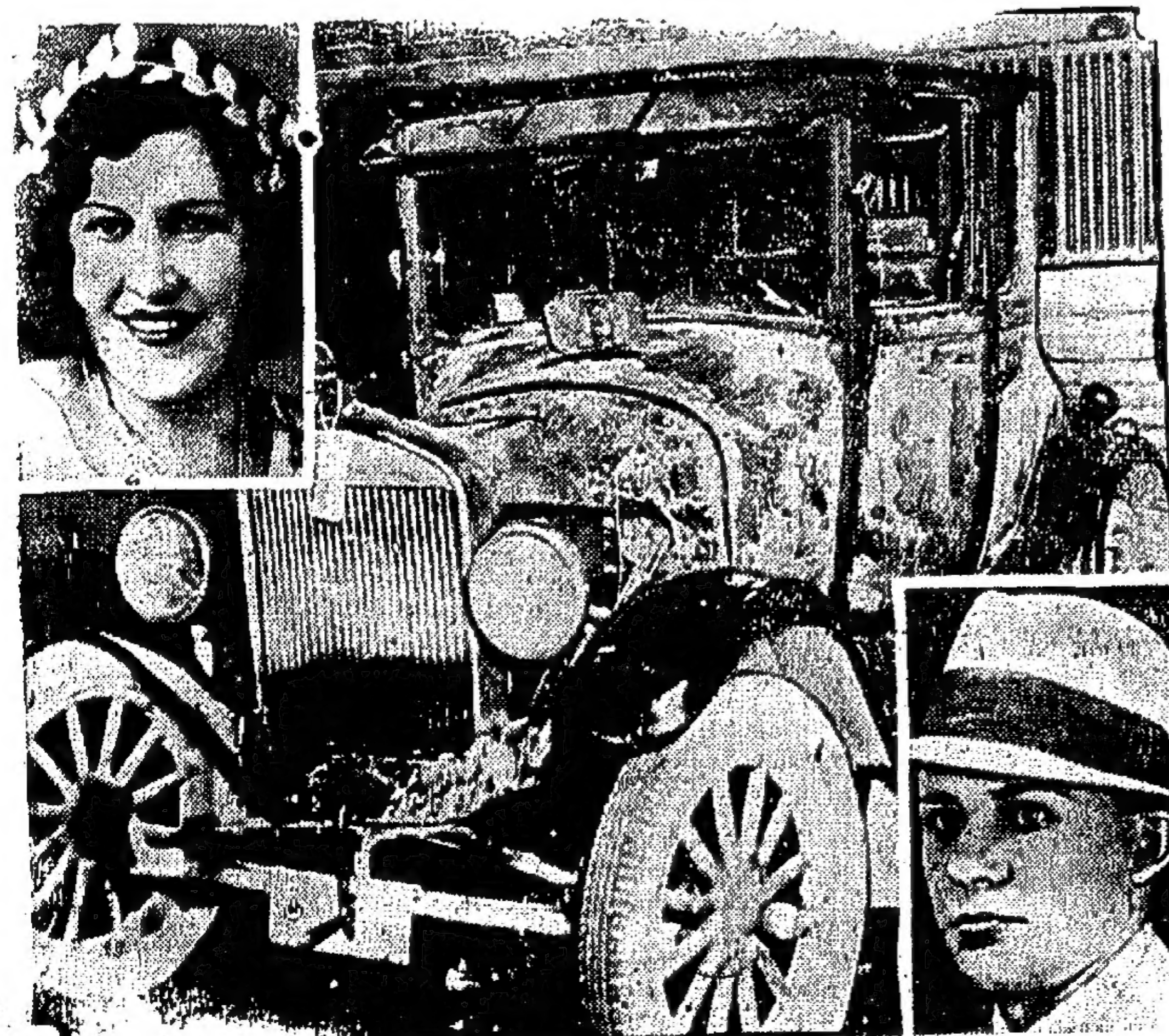
are built up from cotton material produced in the vast Dunlop Cotton Mills—to tyre experts specifications.

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Tel. C. 4554. 1st Floor, Pedler Building.



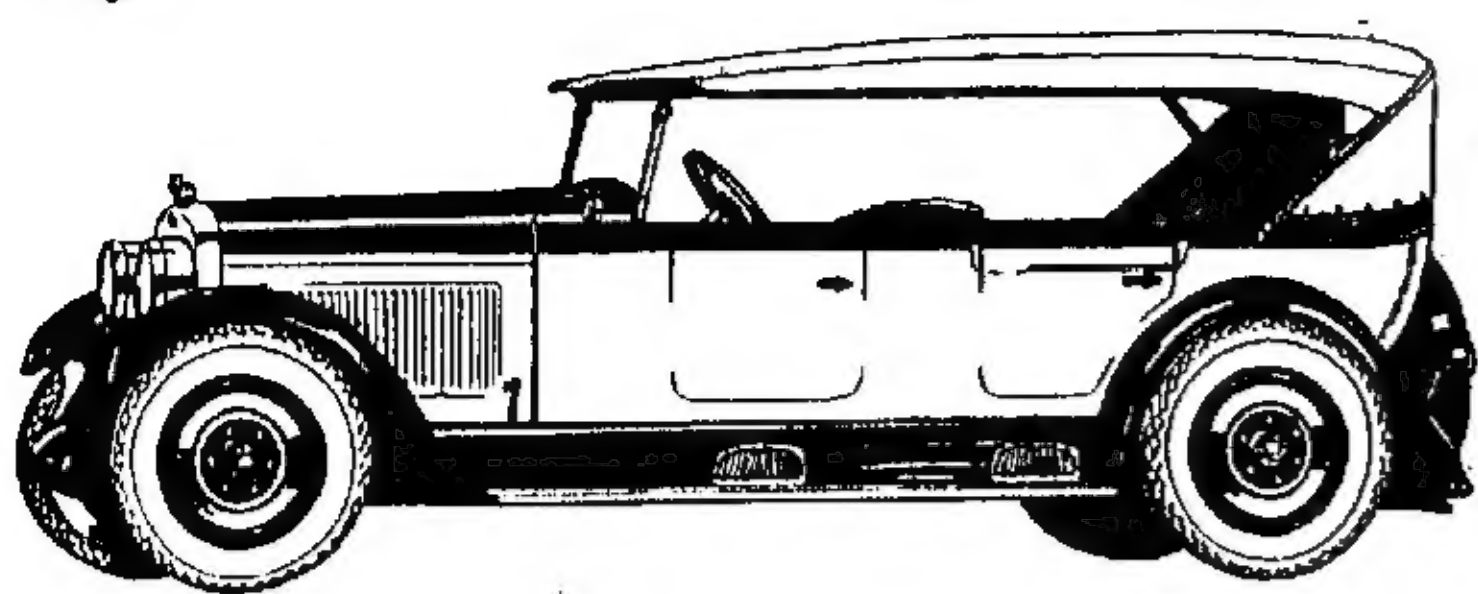
As British
as the Flag



Remains of a car found on the shore of the Great Lakes. The Police believe that the couple (shown inset), whose ages were 28 and 30, were killed when the car was set on fire.



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Price including Bumpers, spare tyre & all best equipments.
Spare parts in stock. Prices of other models on application.

WONG SIU WOON, 21, Pottinger Street.

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BUYERS' GUIDE

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ARMSTRONG SUDDELEY.—Hongkong Hotel Garage, Queen's Road, C. 4759.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
CLYNO.—Lane, Crawford, Ltd.
DODGE.—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 5674.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD.—Wallace Harper & Co., Ltd.
HANOMAG.—Wai On Teung, Ltd., China Building, Tel. C. 3313.
HILLMAN.—Lane, Crawford, Ltd.
HUMBER.—Lane, Crawford, Ltd.
LINCOLN.—Wallace Harper & Co., Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C. 4759.
NASH.—Wong Siu Woon, 21, Pottinger Street, C. 1474.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C. 4759.
SINGER.—Gilman & Co., 4a, Des Voeux Road, Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C. 4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPER.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C. 4759.
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
GRAHAM.—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 5674.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C. 4759.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C. 4759.
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C. 1067.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.
HUMBER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES.—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4916.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Korn & Co., Ltd., 15-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
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MARELLI MAGNETO.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
MICHELIN TYRES.—Goeke & Co., China Building, C. 2221.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
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TYRES FOR FORDS

Speed And Acceleration Of Model A

DEMAND BEST RUBBER

One of the problems which demanded most careful study and exhaustive experimenting in the building and equipping of the new Model A Ford car was that of tyres. The new Ford was an entirely new car in its class, with power, speed and acceleration that were also new to the field of light, moderate priced cars.

The very first test models of the car proved that tyres which could be counted upon to "stand the gaff" with the Model A Ford must be larger, tougher and better able in every way to withstand wear, heat from road friction and ordinarily damaging action of bumps, ruts and other uneven road surfaces upon the tread and the sidewall of the tyre.

Severely Tested

To begin with these tyres with which all Model A Fords are equipped, while designated at 30 by 4.50 in size, actually give an effect equal to that of tyres measuring 30 by 7.5, when fitted to the special drop centre steel spoke wheels of the car.

The designers of the Model A Ford realized that the car would go into many parts of the world and find many varied road conditions. So the tyres with which the first test models of the new car were equipped were subjected to every possible type of service and from these tests Ford engineers were able to determine specifications that would produce a truly modern balloon tyre with all the excellence of design, workmanship and material to insure its giving a service on a par with that of the Model A car itself.

Tyre Must be Right

Tyres for the Model A Ford are made by several of the best manufacturers of the country, but every tyre must meet those specifications. The rubber which goes into each of these tyres must be of the finest grade, new, live rubber that has been properly cured. Just so much of this rubber, to within a fraction of an ounce, and no less—the cord is manufactured must be of the fine, long fibre variety, tough and durable. And each lot of tyres received at the Ford assembly lines must first be carefully inspected and tested to see that they meet these specifications and that there are no flaws or defects in tread, side wall or shoulder.

In testing sample tyres from lots delivered to the assembly lines, the Ford Motor Company subjects them in many instances to treatment they will never receive at the hands of the average owner. One of the testing devices drops the tyre down from a height of several feet under a weight equivalent to that of a fully loaded car, upon a section of steel rail similar to those at a railroad crossing. Tyres are also placed on test cars and operated over rough roads at below normal pressures, over gravel, crushed stone and through sand and mud. Ford engineers have determined there shall be no chronic troubles in the tyres of the Model A Ford.

2 WOMEN'S LUGGAGE

Tiniest Round-the-World Tour on Record

Two intrepid young Englishwomen have set off to drive round the world in a 7-h.p. "baby" car, armed only with one revolver and with a solitary suitcase for baggage. Their names are Miss Gladys de Havilland and Miss Mona Eley and it is the first time that two women have ever attempted the journey without the help of a man.

"Nearly all our clothes, apart, of course, from overcoats, are of silk," said Miss de Havilland in an interview before she left England, "because silk folds up into practically nothing. We have a silk tent which is just a handful when it is packed away."

"There has never been such a tiny world expedition. We are carrying only one spare Dunlop tyre as we hope to get round on the original set."

"We are taking St. Christopher with us for luck. He is the patron saint of motorists and a friend presented us with a little statuette of him bearing a baby over a river."

"We will complete about 29,000 miles before we finish."

BLACK AND WHITE

A symphony in black and white is how one observer described a gorgeous new Auburn Speedster two-seater which has just arrived in Johannesburg. It has rakish lines, ultra sports windscreen and the tall finishes in a point. This is the body type used on the Duesenberg racing cars in the Indianapolis classic 500-mile race.

The Chief of Police of Budapest has instructed his men to deal more strictly with motorists who have loud exhausts and unnecessarily noisy horns.

PRICES TOO HIGH

Why British Cars Fail Abroad

COLONIAL OPINION

"Nothing that has been displayed at the Motor Show at Olympia will have the effect of developing the overseas market for the British car."

This is the considered opinion of Mr. Duncan McMillan, Professor of Automobile Engineering at the Cape Town University, who was recently on a visit to London, and who spent a great deal of time at the Motor Show.

In an interview with a "Daily Telegraph" representative, he said that there was not the slightest doubt that the exhibition this year had been a splendid one from the point of view of the English motorist. The prices of the more expensive cars had been decreased, and equipment, design, and fittings improved in all the cars which had been shown at Olympia.

He did not think, however, that the British manufacturer deserved an equal amount of praise when one considered the show from the standpoint of the Dominion market.

"It may be that the British manufacturer is content to provide a car for his home market," he said, "and if this is the case, so long as he is protected by a 33 per cent. tariff, there will be little necessity for him to make further efforts or changes in his policy. But if he wants to regain any considerable proportion of the market which he lost while helping his country during the war, some radical change in policy must be made."

"No two authorities, I must admit, have the same ideas as to which form this change should take. The reasons given most often for the want of success of the British car overseas are:

Lack of power in the engine, for which the English horse-power tax is blamed.

Unsuitability of the general design, and

The difficulty of obtaining spares. Although these factors are of some importance, especially the last one, I am of the opinion that they do not form the main obstacles to an increase in sales.

"It Cannot Compete"

"The factor which counts more than suitability and design is price," Professor McMillan declared. "This is where the British car fails. With only a percentage advantage in the Customs tariff in its favour in South Africa, and none at all in other countries, it cannot compete with its American rival. There was a time even after the war when overseas buyers were willing to pay a much higher price for the British machine, but that time is practically past."

"This higher price was claimed to be justified by the superiority in appearance, and the lasting qualities of the British car over its competitors. In regard to the lasting qualities of the British car, these have been levelled up to such an extent that the advantage now is only a small one."

"In external appearance the American car now leads the world, though when it comes to the engine and transmission mechanism the British car has still an advantage. That being so, for equal accommodation, comfort, and speed the agent for the British car can demand a price which is only slightly higher than that asked by his rival salesman of American cars."

HELPED OFFICIALS

Commander "Cops" Two Prisoners

The role of the automobile in law enforcement was illustrated in the United States recently when a Studebaker Commander aided officials of the Illinois State Reformatory in the capture and speedy return of two escaped prisoners.

The prisoners were located in Ironton, Ohio, 482 miles from the reformatory, which is located in Pontiac, Illinois. Covering this distance on one day's drive, the officials secured the prisoners and started the return journey.

Due to the gang affiliations of the prisoners, it was necessary to make the last stage of the return trip from Indianapolis to Pontiac as rapidly as possible. The last 210 miles of the distance were covered in just 210 minutes in spite of two detours. The time was checked by the watches of the three reformatory officials in the car.

A significant feature of the run is the fact that the Commander which made the trip had been driven a total of nearly 80,000 miles. The owner reports that in this time he has spent no money for repairs other than having the valves ground.

No fewer than 42 nations were represented at the World Motor Transport Congress held in Rome recently.

SPEED RECORDS

Studebaker Applies For More

PRESIDENT EIGHTS

Application for five new international speed records established in November by The President Eight on the Atlantic City Speedway has been made to the International Association of Recognized Automobile Clubs in Paris by The American Automobile Association for The Studebaker Corporation of America.

The new speed marks were made when two fully equipped stock President Eight Roadsters swept around the mile and a half speed bowl through rain and fog for 24 hours of continuous speed at averages in excess of 85 miles an hour. One car maintained an average of 85.20 and the other finished at 85.08 miles per hour.

The President's performance established twelve new American records for fully equipped stock cars and gave Studebaker a clean sweep of every official record for fully equipped stock cars regardless of power or price or type of car. The official certificate of performance prepared by the Contest Board of the American Automobile Association, which sanctioned and supervised the run, awards Studebaker seven new distance records from 5 to 2,000 miles and five period records from 1 to 24 hours.

Five Asked For

The five new international records which the International Association of R.A.C. has been asked to certify are for 2,000 miles, 2,000 kilometres, 3,000 kilometres, 24 hours in miles per hour, and 24 hours in kilometres per hour. The average speeds established for these periods follow:

2,000 kilometres—136.604 kilometres per hour.
2,000 miles—85.29 miles per hour.
3,000 kilometres—137.23 kilometres per hour.

24 hours—137.11 kilometres per hour.

24 hours—85.20 miles per hour.

Distinction is made between miles per hour and kilometres per hour because of the fact that the International Association, which is the governing body of world automobile racing, lists and awards world and international recognition to speed marks measured both by European and American tables of distances.

These new marks for which application is being made are in addition to the five world records and eight international records already awarded The President as a result of its sensational 30,000 mile run made last summer at an average speed of more than 68 miles per hour. The world records cover distances from 10,000 to 30,000 miles and represent the highest speed for those distances made by any class of car—stock or racing. The eight international records apply for distances from 3,000 to 30,000 miles, and cover performances made by any type of car in the five to eight litre displacement class.

ANTI-SKID ROADS

How They Are Treated in Britain

Sir David Milne Watson, presiding at the luncheon of the British Road Tar Association at the Hotel Cecil, London, said that the gas and coke oven industries produced two million tons of tar annually from coal. It was of incalculable service to the community and it could render greater service if the authorities encouraged its fuller utilization for roads. In these days of alarming skidding fatalities the protection of the road user was of vital importance. A properly constructed British tarred road had proved to be completely immune from this danger, and it was to be hoped that the authorities would recognise this fact. Much of the criticism directed against tar had arisen from incorrect methods of application.

The whole of the materials necessary for carrying out national highways schemes could be obtained in the British Isles, and if our national resources in this respect were fully utilised additional employment would be found for thousands of men, and many British industries would be greatly benefited.

SPAIN TO ENCOURAGE PRODUCTION

Primo de Rivera, the Spanish dictator, recently came out with a statement, according to dispatches from Madrid, to the effect that his government was going to do everything in its power to keep at home the millions of pesetas now being sent abroad every year for foreign-made automobiles. In connection with the government's general campaign for the use of home-made products special attention is to be paid to the automobile industry.

SAN REMO RALLY

Details of Touring Competition

FIRST TO ARRIVE

First to arrive in the San Remo rally, a touring competition in which the participants set out from distant points for this Italian seaside resort, was Major Urdareanu, of the Roumanian Royal Guards, who drove a 520 model Fiat from Bucharest over the rain sodden roads of Hungary and Austria. The noted actress, Miss Mimi Aymer, took first prize in the speed contest with a six cylinder Fiat 520, and another attraction at the San Remo gathering was the presentation of a complete series of 1929 model Fiats under the control of the famous veteran race driver Felice Nazzaro.

Out of the eleven Fiat cars entered in the Concours d'Elegance at Ferrara, Italy, eight of them won first prizes in their respective classes, while the remaining three were awarded second prizes. The event united all the leading Italian and American makes.

At Turin, where a Concours d'Elegance was held in the presence of the Duke of Genoa and the Duke of Ancona, first prizes for stock cars were won by Fiats in three out of the four classes provided. In addition, the Royal Automobile Club gold medal for the best group of cars with standard bodies and three gold shields were captured by Fiats in face of Italian, French and American competition.

The only Fiat entered in the Dutch East Indies motor bus competition secured first prize after a magnificent run in which only two points were lost. The second prize was awarded to a Chrysler. The route selected was unusually difficult and competition was keen.

WHITE LINES

The white line which divides the road into two equal parts is one of the most useful and important things that have been done officially to assist the motorist for many years. But, unfortunately, in Johannesburg the work of painting the lines has been done unskillfully, and when the repainting time falls due, it is to be hoped that the lines will follow a more natural turning arc and not be made equidistant from eccentrically shaped pavement kerbings.

To all intents and purposes the line divides a road into two sections, one the absolute property of outward-bound traffic, the other reserved for inward-bound traffic. Just as long as two small points are remembered, risk of collision is reduced to a minimum. The one is that each line of traffic adheres to its own side of the road; the other is that a car is not stopped in such a position as to block the road for its own line of traffic.

Some people argue that disregard of the white line is due to the fact that these lines are used unnecessarily. It is a futile argument because the line is never unnecessary. There is no need whatever to go over to the wrong side of the road at any place liable to be dangerous.

Suppose that there is a straight stretch of main or by-road; one car can pass another car in safety provided that there is no vehicle approaching, even though the wrong side of the road has to be occupied for a second or so—as it must be to overtake at all—but on a curve or corner, where the range of view is limited, it is extremely dangerous to cross over to the wrong side of the road whether there is a white line on the roadway or not, and, as far as most broad main roads are concerned, with advantage there might be a white line along their entire length.

Curiously enough, there exist drivers who think that a corner should always be taken on the favourable camber, even though such camber may happen to be on the forbidden side of the road. It is a desperate practice, and is not in the least necessary. It is every bit as easy to get round a corner on what may be termed the unfavourable camber as far as ordinary touring speeds are concerned. It is not necessary even to go on to the middle of the road. That is one of the points where racing practice is entirely different from touring procedure, and non-adherence to this simple rule is the cause of quite a number of accidents.

Any motorist who prides himself at all on his driving should make it an inviolable rule to keep on his own side of the white line.

In the R. A. C. report of trials in England of the Mercedes-Benz heavy oil engine, remarkable economy is shown. In one case a lorry, laden, weighed over 11½ tons, covered a total of 601½ miles at the average speed, excluding stops, of 17.7 m.p.h. and at a fuel consumption of 18.48 m.p.h.g. As the heavy oil used on this type of engine sells for about 5d. per gallon in England, the striking reduction in fuel cost over an ordinary petrol lorry can readily be appreciated.

CAR SALES

Good Reports From Britain

BOON TO AGENTS

London.—Automobile manufacturers and statisticians here in London have ventured to estimate that as a result of the motor show just concluded here, the ratio of auto owners in the United Kingdom, now standing at one for every 41 persons, will be narrowed down to one auto to every 36 within a year.

It is said that the motor show, which is held annually, has never before aroused such a fever of enthusiasm for automobile buying among every class of the community. Sales already made at the show have broken all records.

At the present time there are more than 1,205,990 automobiles in Britain, and if the estimated increase materialises, as every important sales manager predicts, this number will be increased by about 150,000 or probably another 175,000 within the next 12 months.

English Sales Grow Fast

According to the views of John Leslie, sales manager of one of the largest manufacturing companies in this country, 60 per cent. of this increase would be met by automobiles of American manufacture, he admitted at a luncheon of automobile manufacturers held at the Savoy hotel recently.

"England now has the fastest growing automobile sales of any other country in the world outside the United States," he said.

"This increase is due to the automobile consciousness of the classes with moderate means—the £1,500 to \$2,500-a-year man—who hitherto has not even mentally envisaged the possession of a car. Now even the notoriously under-paid English clergyman has been going to the motor show with the idea of buying a car."

"The gravest problem that has to be faced," said Mr. Leslie, "is that as the world's demand for automobiles will undoubtedly increase from year to year until the time is reached when practically every man in the world possesses a car—which is not actually so very distant—a means must also be found for keeping up the supply of those essentials that go to the making of an automobile."

"There are several such essentials which as far as we know may not last indefinitely."

Benefit of Industry Seen

"Automobile manufacturing confers more widespread benefit than any other industry," said Mr. Leslie. "In fact, there is hardly a person to-day who does not benefit directly from every additional automobile made."

"England especially, in her production of raw materials, is probably the greatest beneficiary. Take the case of tin alone, for instance. Six pounds of tin go to the making of every automobile, and it follows, therefore, that the anticipated increase in the United Kingdom alone will demand an additional million pounds of tin, at the lowest estimate. Automobile sales confer industrial prosperity by reason of their demands of the industry for vast quantities of raw materials, by the enormous spending power of all motorists who use the roads."

England Uses Many Cars

Other figures supplied to the meeting showed that: Three hundred million dollars worth of automobiles were sold in Great Britain last year. About 52 per cent. of these were of United States manufacture.

Since 1919 the automobile sales in the United Kingdom have leaped from \$75,000,000 a year to the present figure.

Of the grand total of 29,687,409 automobiles in the world at the beginning of 1928, 69 per cent. were of United States manufacture.

This meant, therefore, that 90 out of every 100 cars on the world's roads to-day represented American work.

GERMAN IMPORTS

One-third of all cars imported into Germany during the first six months of 1928 were of Fiat construction, according to figures just given out. During these six months the number of automobiles imported into Germany was 7,300, compared with 6,000 during the corresponding period of 1927 and about 5,000 during the first half of 1926.

Italy holds second place as an importing nation on the German market, and the bulk of these cars are of Fiat make. During the first six months of the past year this firm sent 2,360 cars into Germany, compared with 1,862 in the first six months of 1927 and 1,129 during the corresponding period of the previous year. Other Italian firms followed with comparatively small shipments. The success of Fiat on this market must be attributed to its highly efficient commercial organization.

THE "SHIMMY"

Problem For Motor Engineers

"WHEEL WABBLE"

Ask the average motor car owner whether his car shimmies and he will deny it, honestly and vigorously. Ask the average engineer whether the average car is unstable in the front end and he will admit that it is.

Although the buyer of the car may not be aware of it, shimmy, gyroscopic kick, front-end weave, or whatever it may be called, has been one of the acute problems of the automotive engineer. There is a dispute among tyre men and motor car designers as to the cause of shimmy. The latter declare it results from bad tyres. The tyre men, defending his product, say increased power, four-wheel brakes, different engine suspension and the like are responsible.

The shimmy of to-day is different from the shimmy of yesterday. Formerly it was a front-wheel action that looked like an eccentric dancer walking across a stage doing tricks with his knees. The shimmy of to-day is merely a wobble. But, if its form is less exaggerated, it exists nevertheless. And getting rid of it provides the engineering laboratory with many hours of overtime work.

"Wheel wobble," to call shimmy by another of its technical aliases, is accepted as unsafe. It occurs chiefly at high speeds and it means that various parts at the front end of the car are subjected to forces that are difficult to control. With these high speeds being built into the car—and being drawn out by the driver—the engineer has seen the handwriting on the wall. Shimmy is a limitation on the safety of the motor car.

Various Methods

In trying to get rid of the limitations, engineers have followed various pathways. One does this, another that. All have met with a modicum of success, some by combining parts of several different remedies.

One of the specifications fairly common to all of the new cars has had very little significance to the buyer. It is the employment of deeper, heavier frame members, together with the use of more cross members. This is a progressive step. The more rigid the foundation, the less likelihood of the structure "waving."

In this connection it is worthy of note that in at least one of the new cars rubber suspension of the engine has been discarded. The designers came to the conclusion that floating the engine on rubber, if not actually a cause of front-end weave, was a factor in emphasizing it. They attributed this to the fact that mounting the engine on a resilient base removed the possibility of using the crankcase as a cross member.

A majority, of course, stick to the insulation because they believe that the advantage it gives in silent operation outweighs any disadvantage it may have. As one engineer says:

"Whether or not rubber engine supports are worth while would seem to depend upon whether vibrations originating in the engine or those originating at the ground are the more troublesome."

Another Effort

The importance of the elimination of shimmy and other vibrations was indicated recently when a new model of one of the finest makes of cars in the country was introduced with emphasis on the shock-absorbing system. The car had a number of interesting features, but in the announcement of it its sponsors chose to concentrate upon a spring arrangement that would make possible high speed without danger, discomfort or the annoyance of wheel wobble. Although the subject was technical and, presumably, might be beyond the range of the layman's knowledge and interest, the company is said to be satisfied with the results of its campaign.

The designers of another eight-cylinder car, one that is popular in the \$2,000 class, offered as their product's most noteworthy change during the Summer a device that shackled the left front spring at the rear as well as at the front.

Shimmy is a vibration. Many of the efforts to eliminate it have been based upon the principle that the way to kill a vibration is to set up a counter vibration. The device which shackles the spring, referred to above, needs to neutralise the wobble by dissipating it through a coiled spring before it is transmitted to the driver through the steering wheel.

The marvellous performance inherent in to-day's cars has brought about the concentration of all this study and activity upon the elimination of vibration. Its object is to make possible the use of cars to their fullest capacity with comfort and safety.

FOUR SPEED GEAR

Self Changing And Silent

UNIQUE INNOVATION

For nearly 30 years the best brains in automobile engineering have wrestled with the problem of devising a gearbox which shall be childishly simple to operate, silent in action and infinitely resistable to wear.

Despite these efforts, however, gear changing is still sufficiently difficult to make an expert hesitate before guaranteeing to make perfect changes of speed under all conditions. As for the beginner, gear changing is, and always has been, his or her chief trouble, and until this operation is made as easy as say steering or braking, the art of driving a motor car cannot be considered to have been reduced to its simplest form.

Tremendous Advances

Now at last we can announce a tremendous and revolutionary advance made possible by scrapping the old sliding gear kind of box and substituting for it a gear of the always-in-mesh internal type in which changes of speed are made automatically, the driver only selecting the gear.

In this box the gears are concentric and the tooth pressure is less than with the old type as more teeth are in more continuous engagement. The box made its first public appearance at the Olympia Show, where it was standardised on the 20 h.p. and Long and Short 20 h.p. Armstrong Siddeley models at an extra cost of £50 and £35 respectively.

This new self-changing gear has long since passed its experimental stage. Plans for its development were announced as long ago as 1923 and the first model was actually on the road early in 1924. Since then one box has covered over 50,000 miles without any attention or adjustment and many others have been subjected to the most searching tests, both in Britain and on the Continent. A Short 20 h.p. Armstrong Siddeley fitted with the new self-changing box was recently tested successfully over some of the worst mountain passes in Europe.

New Sensation

To drive or be driven in one of the new self-changing Armstrong Siddeleys produces an entirely new motoring sensation and at the same time creates in one utterly new standard of car silence, acceleration and ease of control.

To begin with it is impossible for the passengers to tell on what gear the car is running for the simple reason that all the gears are equally silent. Even to a trained ear the only indication of an alteration of gear is provided by a slight change in the hum of the engine occasioned by a variation in its rate of turning.

The second outstanding feature of the gear is the ease, rapidity and silence with which a change of speed can be made. The arrangement of the control is entirely different to, and much simpler and more convenient than, the ordinary kind. It merely consists of a pedal taking the place of the usual clutch pedal and one short selector lever mounted in a dial above the steering wheel. The dial carries marks which indicate low (1), medium (2), normal (3), high (4), reverse and neutral positions for the short selector lever which replaces the usual long change speed lever control. The short lever selects the gear while the pedal allows the gear to change itself, a point of importance being the fact that one gear can be selected while the car is running on another, the selected gear only being put into use when the control pedal is operated.

When about to start away with the engine running, the short selector lever is naturally in the neutral position on the steering wheel dial. It is then moved into the low or reverse position and upon the control pedal being fully depressed and released the car glides away. When or before it is desired to change up the short selector lever is moved into the medium speed position, but until the control pedal is again depressed and released the actual change of speed is postponed. Normal or high speeds are operated in exactly the same manner, the act of changing down following the same routine in that the desired gear or neutral is first of all selected by placing the short selector lever in the correct position on the dial and the box is allowed to change itself later by depressing and releasing the control pedal.

Gear Silence

Changes either up or down can be made with startling rapidity in dead silence, the time taken to change gear being governed by the time taken to move the selector lever and depress and release the pedal. As many as fifteen changes in ten seconds were recently made in the course of a special test. With this four-speed gear changing is a real pleasure, whereas with the old type of four-speed gear the best and fullest use of the box was seldom achieved because of the noise on the indirect gear.

When running in the ordinary manner the control pedal can be used as the clutch-pedal, and will only allow the gear to change itself when the selector lever has been moved and when the pedal has been fully depressed. When partly depressed it always acts as a clutch pedal, although there is no clutch in the accepted sense of the word.

UNUSUAL

Transportation Service in Sumatra

An unusual transportation service which illustrates the rapid motorisation taking place in every section of the world, is maintained in Sumatra, Dutch East Indies, by the Deli Railway Company.

The Company operates three Studebaker buses in daily service between two cities in the mountainous part of the island. From sea level the route climbs to an elevation of 5,000 feet in the comparatively short distance of 45 miles. In spite of the fact that the Medan-Brastagi road covered by the three Studebakers is one of the steepest and most dangerous in the world, the buses cover the distance in less than two hours.

The satisfactory service rendered by Studebaker equipment recently led to the purchase of a President Eight by the director of the railway company for his own use.

IF BRAKES FAIL

If your brakes give in when you are on a quite straight hill and the road is clear, not much harm will come if you allow the car to coast to rest; that is, if you are going down in the forward direction. Should there be a side turning, however, or preferably a fork which can be taken at reasonable speed and continues level or goes uphill, the best thing you can do then is to divert the course of the car into this road.

On a winding road, with high banks, however, should you find the car has got out of control, it is advisable to turn the steering wheel sharply on the full lock and charge the far side bank head-on or tail-on, according to the way in which the car commences to run. This will lessen considerably the chances of turning over.

When the speed is not very great you will possibly be able to reduce it by driving close to the bank or hedge, considerable friction being developed by the contact with the wings or wheels.

Needless to say, recourse to these expedients should only be made if the obvious procedure of engaging low gear has not been carried out owing to the driver falling to act quickly enough. A change down to "second" is possible at speeds up to 30 or 40 m.p.h., and produces a great retarding effect.

The leading tariff companies in England have recently come to an agreement to issue a standard policy giving identical cover so far as private car insurance is concerned.

NEW BRAKE SYSTEM

60 M.P.H. Stop In 25 Yards

FRENCH DESIGNER

New York—A new automobile braking system which its designers assert is capable of bringing a motorcar to a stop in 25 yards from a speed of 60 miles an hour, is to be exhibited to manufacturers in the United States by Marcel Guillemon, engineer of the Renault Automobile Company of France.

Mr. Guillemon, who is also vice-president of Renault, Inc., of New York, recently returned here on the "Ile de France" of the French Line. Two passenger cars and one truck, he said, are being brought to the United States for exhibition here.

This exchange of designing practices and mechanical improvements, he added, is in line with the co-operation shown French manufacturers by American motorcar builders. Officials of the Renault Company, Mr. Guillemon said, have previously been granted extensive courtesies in the American plants for the purpose of studying production methods.

The brakes are operated by a very slight pressure, on a pedal and the braking force on the wheels is supplied by the car through a clutch mounted on the drive shaft.

Paul Vaxon, chief engineer of the Citroen Automobile Company, was another passenger on board the "Ile de France." This is his third visit here this year and his twelfth in the last three years. The Citroen factories in France are rapidly being equipped with United States and after the first of the year it is reported they will be able to turn out 600 Citroen cars a day.

"Machinery is not the only difference between American and European manufacturing," Mr. Vaxon said. "There is another important factor which is just beginning to be realized by French manufacturers. This is the morale of the workers. The French manufacturers are making efforts to better the morale of their working force and in the Citroen factories we try to make the workers feel it is their factory by holding to the promotion system when men are needed for higher positions."—"Christian Science Monitor."

DIFFICULT STARTING

Dirty plugs, plugs with weak insulators, dirty contact points, too low a float level, or too weak a mixture, are all contributory factors to difficult starting. The platinum points of the contact-breaker may be oily, dirty or badly adjusted. The rocking lever may not be working freely on its fibre bush, which would prevent the platinum points from making contact. The fault is more likely to lie with the contact-breaker or distributor rather than with the sparking plugs, for all plugs are not likely to fail simultaneously. In the case of magneto ignition, test the magneto by disconnecting a high-tension cable from a sparking plug, and hold the end of it close to the cylinder while the crankshaft is rotated. If no spark can be obtained, the cable leading to the magneto switch may be at fault.

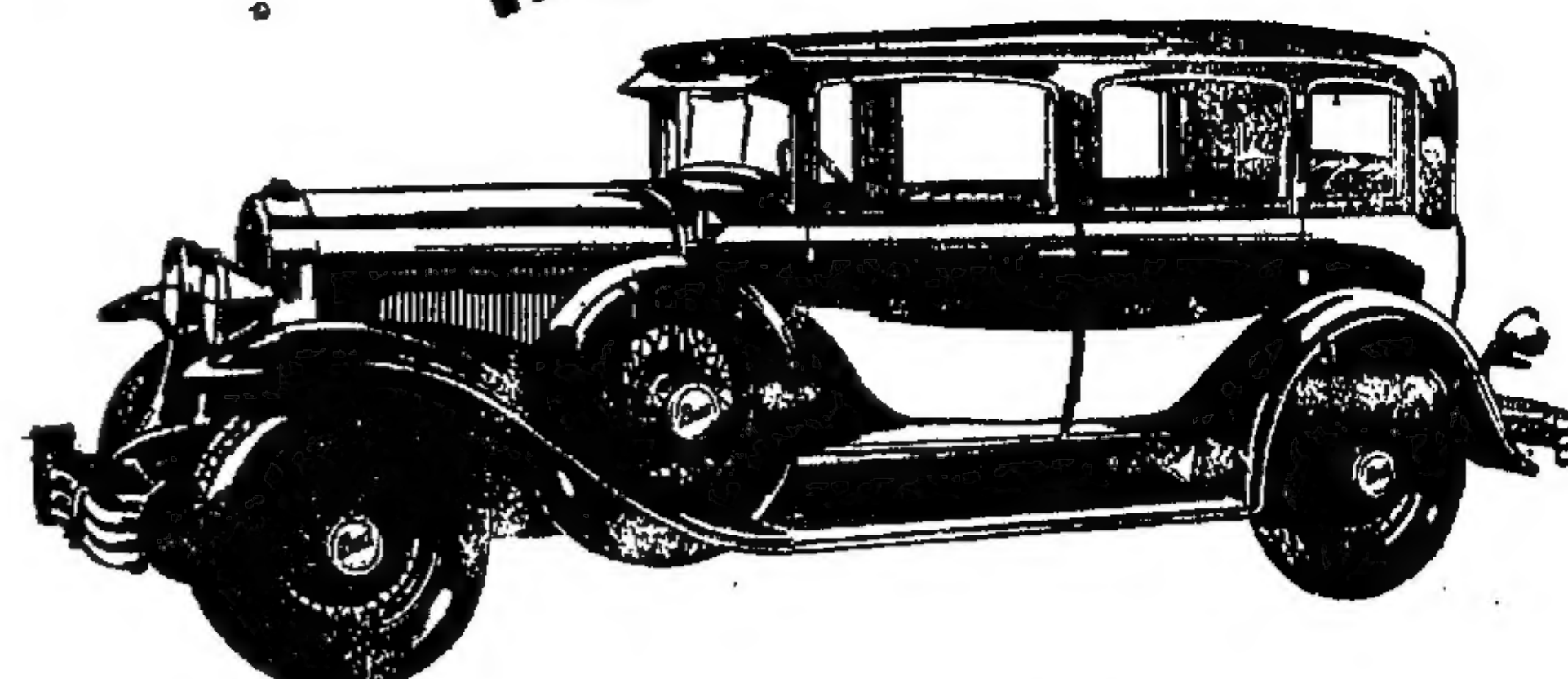
The magneto switch may be out of order, thus causing the current to short-circuit. If a good spark takes place between the high-tension cable and the cylinder, it is well to examine the sparking plugs to make sure that the prints are clean and properly adjusted. Should a car require towing in order to start the engine, care must be taken not to put the low gear into engagement. The car should be started up in highest gear, so as to avoid undue strain on the transmission.

POSITIONS STANDARDISED

The position of controls on a car has now been standardised in England. These are as follows: For the pedals, the acceleration is placed on the extreme right. The brake lever is always on the outside of the gear lever, whether placed centrally in the car or on the driver's right hand. The gear lever moves right and back for top gear, right and forward for third (or second, in the case of three speeds), left and back for first (or second), and forward-left for reverse or first. When controls are placed on the steering wheel the throttle is on the right, opening upwards, and the ignition on the left, advancing upwards. In time this will become standard practice on all cars.

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

A CLEAN SWEEP

12 New Records For President 8

Washington, D.C.

Announcement has been made by the American Automobile Association of twelve new records for fully equipped stock cars established by The Studebaker President Eight when it averaged 55.2 miles per hour for 24 hours on the Atlantic City Speedway.

These marks, together with the records recently established by The President in travelling 30,000 miles in 26,326 minutes, give this car a clean sweep of all American stock car records for speed and endurance as well as five world records and eight international records, stated A. H. Means, of the A.A.A.

As in the case of the 30,000 mile run, The Presidents which took part in this latest test were certified as stock models by the A.A.A., which authority also timed, checked and supervised the running of the event.

The President Sport Roadsters engaged in the test started at 5.14 p.m. on November 11 and finished twenty-four hours later. The second car to finish achieved an average of 85,082 miles per hour, according to A.A.A. figures.

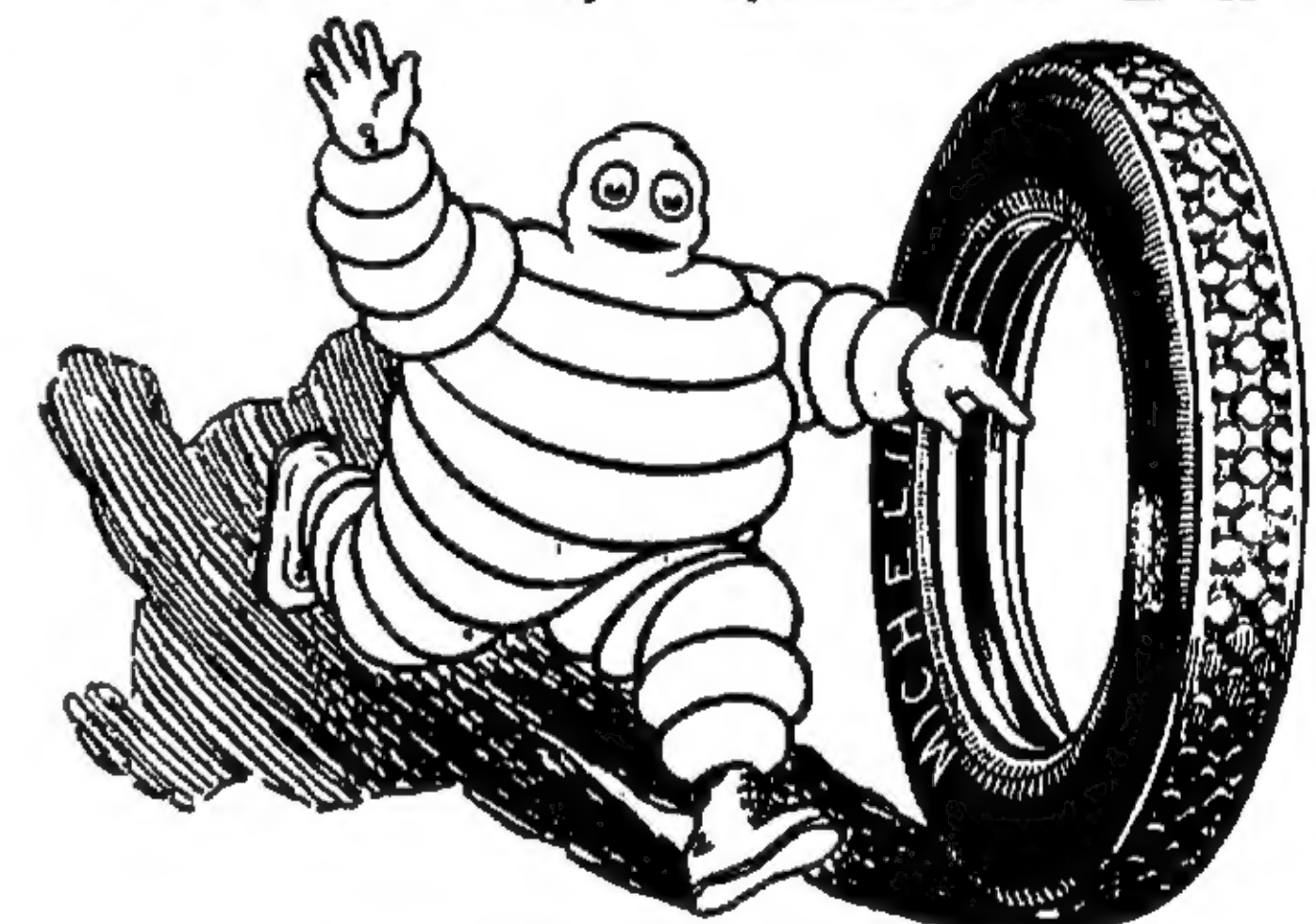
Extremely unfavourable weather conditions which prevailed at the track during the greater part of the run are reflected in the average running time of the cars. Nine hours of heavy frost during the night followed by drenching rains made driving conditions precarious during the 2044.8 miles covered in the 24 hours, elapsed time.

MOTOR BOAT TROPHY

The gallant attempt of Miss Carstairs, the well-known woman marine motorist, to bring back from America the British International Trophy was unsuccessful through a stroke of ill-luck. The British challenger had had a speed boat, "Estelle II," specially built in England and fitted with a British 900 h.p. engine. This remarkable 21 ft. craft was shipped over to America for the races which took place at Detroit on September 1 and 3. In the first day's racing, however, after making a good start and covering two miles, the boat overturned. Miss Carstairs' breaking two ribs and her mechanic also sustaining injuries.

A school of pedestrians has been established in Budapest; in America, where 25,000 walkers are killed annually, the same idea is being considered. A handbook issued on the subject is entitled "Stay Alive!"

MICHELIN



ALL SIZES IN STOCK.

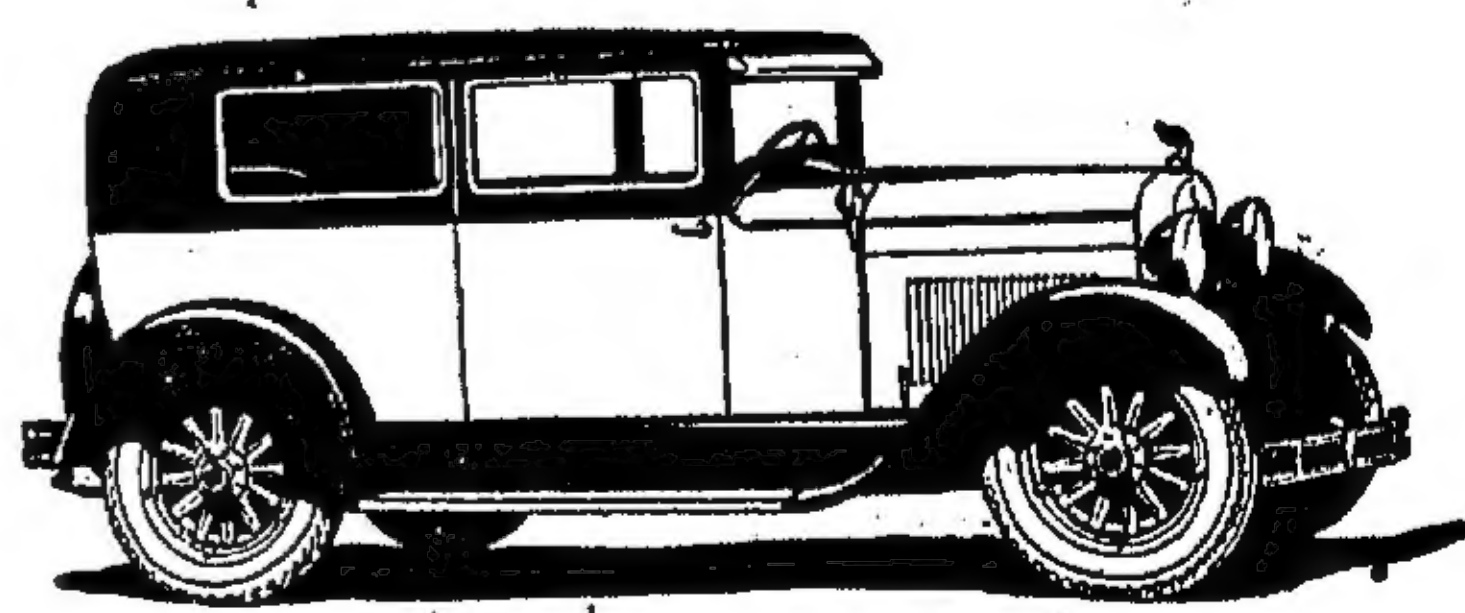
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CHINA'S TARIFF

Japan Hopes to Effect a Settlement

OFFICIAL CIRCLES OPTIMISTIC

Japanese Minister Returning To Peking

Tokyo, Yesterday.
It is learned that Mr. Yoshizawa, Japanese Minister at Peking, is returning to his post next week via Shanghai.
This is the result of the recent development, and official circles declare they are hopeful of effecting a settlement regarding the Chinese tariff question by means of an exchange of notes before the new scale is enforced on Feb. 1. Reuter.

LORD GLADSTONE

Vindication of His Father

"AFTER THIRTY YEARS"

There is every reason why Lord Gladstone should write the truth about his father, the Grand Old Man. We all remember the libel action which Lord Gladstone deliberately challenged, when his father's moral life was impugned; we remember, too, the letters published in Mr. Buckle's last volume of the Life of Disraeli. One way or another an atmosphere was being created round the memory of the great Liberal statesman which the son knew to be false. And yet he could not speak. The injunction was given by the father, and the Gladstone family were in honour bound by it.

Mr. Buckle enriched his Life of Disraeli with choice denunciations of Gladstone by the Queen, and the process is continued in the official publication. (He refers to the Letters of Queen Victoria.)

And so Lord Gladstone has written "After Thirty Years" (Macmillan). Yet I doubt whether it was, after all, wise. The quality required in an historian is some measure of detachment, as well as sympathy with his subject. Now I doubt whether I myself, brought up in an atmosphere in which Gladstone was worshipped almost as a god, could deal with his character with detachment. How much more difficult must it be for a son, smarting under the sense of an unjust injury to one whose memory is so dear.

Lord Gladstone's argument is that his father was for a long time on good terms with the Queen. The feeling of her Majesty changed, and this change, according to Lord Gladstone, was due to the deliberate machinations of Disraeli, who poisoned the mind of the Queen against his rival.

As an instance of the friendly relations which existed in the earlier days, there is the account given in Mr. Gladstone's diary telling how the Queen sent for him on the death of the Prince Consort.

It was in the small room where the Prince Consort used to sit that I was placed to await her. In a few minutes she entered with her usual simple dignity. After bowing, I fell on my knee to kiss her hand. She took mine, held it for two or three minutes, and pressed it. She told me much by that slight action.

There are other instances. But things changed. While Mr. Gladstone was out of office, he heard rumours. But in office again he found his Sovereign a very different woman towards him. She held him "at arm's length," he was always "outside an iron ring," through which he could not break. In 1885 the Queen referred to the "deep and unfeigned regret" with which she had read a speech of Mr. Gladstone's. It was an incorrect report, but she expressed no regret.

A Queen—most unhappily for her—can no more confess than a journalist.

And so it went on until the end—until the last interview when he came to hand his own letter of resignation. That was in 1894.

She asked if she need read it before conversing with me. I said that rested wholly with her Majesty. Then followed the short conversation: and on retirement I kissed hands. Not one word was said of the resignation; and it seems that if it was accepted it was in some way accepted before it was tendered. I did not, on retiring, proffer service as I did in writing to the Prince of Wales: for what was my service worth? Not one syllable proceeded from H. M. either as to the future or the past. I could not go touting. Let me here just quote some pas-

THE CONGREGATION

To-morrow's Function At University

THE PROGRAMME

The 20th Congregation of the Hong Kong University will be held to-morrow. Ten will be served near the University Tennis Courts from 3.45 p.m. to 4.45 p.m.

At 5 p.m. a procession including Members of the Court, Council, Senate, and Staff of the University will enter the Great Hall. Members in this procession will assemble and robe in the Vice-Chancellor's room at 4.45 p.m.

While the procession is entering the Great Hall the Band of the King's Own Scottish Borderers will play the Processional March. His Excellency the Chancellor will declare the Congregation open. The Vice-Chancellor will then address the Congregation.

The Vice-Chancellor will request His Excellency the Chancellor to confer the L.L.D. degree, (in absentia), on Mr. K. F. Johnston, C.B.E., M.A. (Oxon.).

The Graduates in Medicine, Engineering and Arts will then be presented by the Dean of their Faculty.

The Scholarship Winners in Medicine, Engineering and Arts will be presented by the Vice-Chancellor. His Excellency the Chancellor will address the Congregation.

His Excellency the Chancellor will declare the Congregation closed.

The procession will return to the Vice-Chancellor's room.

Visitors are requested to remain in their places until the procession has left the Great Hall.

Sir William Horwood, late Chief Commissioner of the Metropolitan Police, has joined the board of Lex Garages, Ltd., of Davies-street, Berkeley-square, W.

Kilmore and Kilbride, Argyllshire, residents are boycotting their parish minister as a protest against the combining of the parish with Oban under one minister.

The decision to hold the forthcoming meeting of the Council of the League of Nations at Lugano (Switzerland) instead of Geneva will mean a cost of between £1,500 and £2,000 and necessitate the transfer of about 50 officials and their equipment.

sages from a summary of the Queen's character:

She had no sense of humour. That is apparent enough in her strange, tacit acceptance of Lord Beaconsfield's most high flown efforts. Mr. Gladstone was very serious over affairs of State. So was the Queen. If only she had known how to chaff him! Then the ice would have gone. The condemnatory words and phrases could have been written only by a woman, and that woman a Queen. Yet the fact of sex did not, could not, diminish either the Queen's responsibility, or the right of the lieges to demand impartiality in her judgments. Sex gave her great advantages over all her Ministers but one. Like Solomon, Lord Beaconsfield captivated a Queen.

How much there is in the words with which that opens. "She had no sense of humour." The sad thing is that neither had Mr. Gladstone. Among all the great gifts with which the gods had endowed him, that one had been denied. But for that, a good deal would have been altered.

Perhaps, too, the perspective of Lord Gladstone would have been altered if he had not inherited something of the father's defect, along with many of his good qualities. Now I have as great a respect for Mr. Gladstone as anybody, and when I realise the change that came about during the years when Disraeli was in office, I ask myself whether there is any real reason to suppose that lying and wicked slander were for him necessary weapons. I must confess that I do not think they were. Flattery and Oriental exaggerated homage were probably enough. And when the Queen and Mr. Gladstone came into touch again the lady had made the comparison, and had taken her choice. Then they were both ageing, and the corners of their characters were not likely to become rounded. Above all, while the Queen had become more and more a hide-bound Conservative, over Mr. Gladstone had come the marvellous change for an old man that age had only made him more Radical, more of a Democrat. And I think there is enough here to account for what Lord Gladstone thinks must have been due to something sinister.—Frank Forrester in "Reynolds."

The Lord Mayor of London, Sir Kynaston Studd, opened the new Headquarters of the City Literary Institute in Goldsmith-street, Drury-lane, W.C.

TRADE FIGURES

British Gain In 1928

ART SILK EXPORTS

London, Friday.

The complete provisional figures of British trade during 1928, issued by the Board of Trade, show a slight improvement on the previous year.

The adverse balance of imports over all exports is £360,000,000. The figure for 1927 was £286,000,000, and for 1926 it was £462,000,000.

The actual total of imports in 1928 was £1,196,000,000, while exports amounted to £723,000,000 and re-exports to £120,000,000.

The greater part of the difference between exports and imports is, of course, balanced by what are termed invisible exports, the chief elements in the calculation of which are earnings of British shipping and interest on investments abroad.

There was a notable increase in the exports of artificial silk, the value of which rose to £1,175,000.

Among the exports which show decreases are coal (£6,500,000), iron and steel (£2,500,000) and cotton goods (£3,500,000).—British Wireless Service.

STREET GANGS

Interfere With Love Making

JEALOUS BOYS

There was a painful scene at the Old Bailey, when James William Englefield (26), a paint sprayer, was sentenced to three years' penal servitude for wounding Neville Russell, his former sweetheart, by cutting her throat with a razor.

Miss Russell, a pretty girl, was describing her ordeal to the court when she burst into tears and convulsive sobbing and then fell back in the witness chair. She was given a glass of water, but it was some time before she could speak.

She said that after going out with Englefield for about eighteen months she became friendly with a boy named "Peter." Englefield asked her to return to him, and she replied, "I do not know my own mind; I think I like Peter best."

Pulled Out a Razor

The conversation took place outside her home in Warrington-road, North Kensington, and as she said "Good-night" Englefield pulled a razor from his pocket and drew it across her throat.

When she was in hospital she received a letter from Englefield, saying:—

"Dear Nell,—If you knew how I feel at what has happened you would forgive me. I have been walking about since Tuesday. Believe me, I wanted to die that night, but hadn't the nerve to do it. This has made an outcast of me, and, Nell, it is in your hands whether I go inside for a long time. Try to forgive me and forget me. It seems a lot to ask. Nell, play the game with Bindon ('Peter'), and remember to make it only a one-man affair. It is not doing that which has caused all the trouble."

In cross-examination by Mr. Fennell (defending), Miss Russell said she was fond of Englefield, but he was inclined to be jealous.

Uncontrollably Jealous

Englefield, in the witness-box, said that he had no intention of murdering the girl.

Asked if he had not previously threatened her by gangs of boys, he replied, "Oh no. It is this way. Among the lower classes of people, like me, when we go out with a girl first we always want to know if she is attached to anybody else. Some of these boys have gangs, and it is a common thing for the lower-class girls to get into touch with these gangs to find out if their boys are attached to anyone else. In our case bringing over the gang was only bluff, I did not try to frighten her."

Mr. Fennell said that when Englefield committed the offence he was under the influence of uncontrollable jealousy, the "kreen-eyed monster."

Mr. Justice Swift, passing sentence, said it was terrible the way boys and men seemed to use knives in order to force their affection on people who did not want them.

The Lord Mayor of London, Sir Kynaston Studd, opened the new Headquarters of the City Literary Institute in Goldsmith-street, Drury-lane, W.C.

ART CRUISE

Tourists Left Seattle Yesterday

COMING HERE

Local Arrangements For A.M.L. Pleasure Trip

Members of the 1929 Oriental Art Cruise, which is operated by the American Mail Line in co-operation with the American Express Co., and will be under the leadership of Dr. Herbert H. Gowen of the University of Washington, will arrive here by the s.s. "President Jackson" on Feb. 25.

The tourists are to start from Seattle on the s.s. "President Cleveland" to-day (January 12), and will return to the American port on April 8. The Far Eastern countries to be covered by the cruise will be Japan (arrive Yokohama, January 25), Korea (arrive Fusan, February 8), Manchuria (arrive Mukden, February 11), China (arrive Tongku, February 13), and the Philippines (arrive Manila March 4).

Pleasure & Goodwill

The purpose of the cruise is evident from its title, and with the splendid ships of the American Mail Line, the efficient management of the American Express Co., on shore, and the leadership of an eminent authority on the Orient in the person of Dr. Gowen, this unique cruise is assured success. Besides its art appeal, the cruise will be an unforgettable pleasure, educational business and good-will tour of the Orient, as unusual arrangements have been made in every country to be visited whereby the members of the party will be privileged in countless ways, which would be impossible under ordinary touring conditions.

What is more, there will be no hustling on this tour. Plenty of time is afforded at each town to be visited to see and learn everything—from the highest governmental, financial, industrial, educational and social dignitaries of the Far East, to the coolie with his load, the rice planter in his paddyfield, and the artisan at his work—as the tourists will not travel throughout on the same ship, but will be conveyed inter by various fast and luxurious "President" liners of the American Mail Line.

Ports of Call

Oriental cities included in the itinerary, with transfer to hotels in every case, are:—

Japan.—Yokohama, Tokyo, Nikko (including lake districts), Kodzu (with a view of the Fujiyama), Miyazoshita, through way towns to Kyoto, Nara and Kobe, crossing to Korea from Shimonoseki.

Korea.—Fusan (including the little known "Hermit Kingdom"), Seoul, and then by train to Manchuria.

Manchuria.—Mukden, Dairen, and by steamer to Tongku across the Gulf of Chihli.

China.—Tongku, Tientsin, Peking, through Chengchow, Hsuechowfu and Pukow to Nanking, Shanghai and by steamer to Hong Kong.

The Philippines.—Manila where no official sightseeing is included in the programme as the cruise is to be technically disbanded here.

Points of interest that individuals might wish to see again in Hong Kong, Shanghai, Kobe, Yokohama and other places may be visited on the return voyage home, which may be either via Honolulu and San Francisco, or direct to Seattle, or continue round the world.

Local Arrangements

Arrangements in Hong Kong, made by the American Express Co., are:—

Arrive February 25 and transfer to hotel. Trip to Victoria Peak by cable tramcar; motor drive in the New Territories from Kowloon; motor trip to Repulse Bay; shopping.

One day will be spent in a visit to Macao, and then to Canton by night steamer, returning to Hong Kong the following night.

Sail from Hong Kong on the s.s. "President Taft" for Manila on March 2.

Professor Gowen

Dr. H. H. Gowen, the leader of the cruise, is America's best posted authority upon the Orient. He is Professor of Orient Studies at the University of Washington, President of the Japan Society, and Member of the Board of Trustees of the China Club of Seattle. He is also a prominent member

H.M.S. "JAVA"

The Dutch Cruiser in Hong Kong Harbour

SOCIAL FUNCTIONS

Rear-Admiral ten Broecke Hoekstra, Commander in Chief of the Naval Forces in Netherlands India, Aide-de-Camp to Her Majesty the Queen of the Netherlands, Captain Dalhuisen and Officers of H.M.S. "Java," are fulfilling many social engagements.

On Friday evening, the Dutch Community entertained them at dinner in the Repulse Bay Hotel, where an agreeable evening was spent. The speeches were few and short, the outstanding one being in honour of Her Majesty Queen Wilhelmina.

Yesterday's Luncheon

On Saturday, the Consul-General and the heads of the Netherlands firms entertained His Excellency the Governor, Major-General Luard, Commodore Hill, members of the Executive and Legislative Councils, the Portuguese Consul-General, Doyen of the Consular Body, and the Japanese Consul-General, the Pulene Judge (Mr. Justice Jackson) and others at luncheon in order to meet the Admiral, Captain Dalhuisen and Officers. The only toasts were the loyal toasts to His Majesty the King and Her Majesty the Queen of the Netherlands, respectively given by Consul-General Quist and His Excellency Sir Cecil Clementi K.C.M.G.

The Commodore gave a dinner in honour of the Dutch Admiral yesterday evening. Amongst those attending were Captain Dalhuisen, Consul-General Quist, Commander Peters, Aide-de-Camp to the Admiral, Mr. Steenstra, Manager of the Netherlands Trading Society, and Mr. Stigter, Manager of the Netherlands India Commercial Bank.

To-morrow's Functions

To-morrow there will be a small official luncheon on board the cruiser "Java," which will be followed by an "at home." It is regretted that many officials will not be able to be present on account of the Hong Kong University Congregation. About 250 people have been invited.

The Admiral, Captain Dalhuisen and Commander Peters, together with the Netherlands Consul-General, will attend dinner at Government House in the evening.

The "Java" is due to leave for Batavia some time on Tuesday, the 16th inst.

SHAVIAN EFFORTS

Macdona Players in "Mrs. Warren"

A TRIBUTE

A good "house" last night witnessed the Macdona Players' presentation of Mr. Bernard Shaw's "Mrs. Warren's Profession" at the Theatre Royal. For a travelling concern the company did remarkably well and the piece, despite its age and the change in outlook and play production that has occurred in the meanwhile, was enthusiastically received. This is as much a tribute to the Macdona players as it is to Shaw. More so, perhaps, Shaw, like Wilde, is supposed to be actor-proof, inasmuch that the lines of both of them are bound to "get over." But the stage subtleties to be observed, to be practised and learned by heart, are so many, that many artists, however much they long for a "straight" part, fight shy of Shavian efforts. However, as Mrs. Warren, Miss Joan Hopegood performed admirably. There was that restraint about her acting which displayed itself so remarkably in a famous actress who, a long while ago, took the part of the mother in "Lady Windermere's Fan." Miss Daphne Carr portrayed Vivie with a degree of distinction, and among the males Messrs. A. S. Homewood, Torrence O'Brien and Stanley Drewitt gave presentable depictions of Praed, Crafts and the parson, Gardner. Mr. Arnold Walsh, as Frank, was above the average.

The ketch "Leader," of Gloucester, struck a submerged object off Flimstone Head, Pembrokeshire, and sank, and the crew landed in their own boat.

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LACK OF FUNDS

Miners' Representatives The Election

UP AGAINST IT

London, Friday.

As a result of the depression in the coal-mining industry, the Miners' Federation has been faced with the question of providing adequate funds to enable it to have a sufficient number of Parliamentary candidates at the coming General Election.

The Federation, at a meeting to-day, however, decided to run the same number of candidates as last year, and, in order to meet the expenditure, adopted a scheme whereby the Political Fund is to be readjusted so that the richer districts will contribute to the support of the poorer districts.

Members of Parliament representing miners have agreed on a voluntary reduction of their allowance from the Federation.—British Wireless Service.

"SWEET CHARITY"

Glasgow Business Man's Gift

£10,000 FOR THE POOR

In recognition of the safe home-coming of the Prince of Wales from South Africa, Mr. and Mrs. Lethbridge-Abell have given to the Lord Provost of Glasgow £10,000 for the relief of the distress in the city.

Mr. Lethbridge-Abell was in the Prince of Wales' Hussars during the war, and came into close contact with the Prince. He was gassed while serving with the Forces.

Mr. Lethbridge-Abell is a Glasgow man, and at one time was well known in business circles, from which he retired in 1914. The interest from the money, amounting to £500 annually, is to be distributed among the poor.

CROWD HONESTY

Man With £170 Attacked In Street

SCATTERED MONEY

A man with a bag containing £170.

A struggle with a would-be robber who escaped.

Treasury notes and coins scattered over the roadway, picked up by an excited crowd, and

Not a Penny Lost

This tells the story in brief of a desperate attack made on a London business man and of the splendid honesty of the "man in the street."

The victim was Mr. A. Simmons, brother of the proprietor of Messrs. T. H. Simmons, fancy box makers, of Francis-court, Clerkenwell.

Mr. Simmons was carrying a bag holding over £170 when he was attacked from behind in Berkeley-street, off St. John's-lane, Clerkenwell. He was struck a heavy blow, knocked to the ground, and the bag snatched from him.

As he was falling Mr. Simmons clutched the legs of his assailant, who was forced to drop the bag in the roadway in order to use both hands to free himself.

A struggle took place and the man then dashed into a side turning and was lost before the crowd, which had collected, could pursue him.

Workgirls' Wages

Coins and notes were scattered on the roadway and the crowd helped Mr. Simmons to collect the money.

"Not a penny was lost," said Mr. T. Simmons, a brother, to a "Reynolds's" representative.

"It was a remarkable escape, and it was most plucky of my brother to hold on to the man's legs. The bag contained the week's wages of the girls I employ."

"My brother has some nasty bruises, but he is otherwise all right. The man must have followed him from the bank in Old-street, where he went to draw the money."

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ABOUT OPIUM

League Publishes U.S. Proposal

THROUGH DUTCH GOVT.

If Adopted, Radical Improvement Claimed

Geneva, Yesterday.

The Secretary General of the League has published the United States proposal to the League opium consultative committee through the Dutch Government for the limitation of production of dangerous drugs. It is claimed that if adopted, the proposal will result in a radical improvement of the present situation.—Reuter.

SOMETHING NEW

Camera That Simplifies Photography

FOR SNAPSHOTTERS

Something new in the picture-taking line has made its appearance. This is the Dallmeyer "snapshot" camera, a revolutionary machine aiming at simplified photography.

The Dallmeyer "snapshot" camera as its name implies is a camera specially designed for the "snapshot" photographer, the man, woman, or child who wants to own a camera for taking photographic records of those happy scenes, say, during a summer holiday, on the coast, a motor tour, or on the hundred-and-one occasions when a photographic record is invaluable but who does not wish to learn the fundamentals of photography and the intricacies of a modern camera before obtaining really bright and sharp pictures.

The Dallmeyer "snapshot" camera is a highly efficient instrument, capable of producing remarkably clear and brilliant pictures, yet requiring no more experience than is necessary, than to say, operate a gramophone—a distinct achievement.

The camera is inside a real morocco leather case, which apart from protecting the lens and mechanism, allows the camera to be carried in all weathers in the hand. Its dimensions—4 3/4"x2 1/2"x1 1/4"—are small enough to allow it being slipped easily into the smallest of coat pockets. Its weight is but 11 ozs., yet it takes large pictures 3 1/4"x2 1/4" (69x91 mm.).

The shutter release is of the simplest type, a single lever situated on the right hand side of the camera, one movement of which, either up or down, served the purpose of releasing the shutter and making the exposure. The shutter is of the "everest" type, therefore requires no setting, and is always ready for use.

The finder is situated at the top of the camera and is of the reflecting type, large in size, and capable of being rotated so as to show the correct picture either vertical or horizontal.

Focusing is carried out by simply rotating the inner front rim of the Dallmeyer Anastigmat Lens. On this rim will be found a mark, which mark should be set directly opposite the position required.

The "Snapshot" may be obtained in local photographic stores.

FRED COYNE

To Make An Early Appearance

AT STAR THEATRE

Fred Coyne, the popular London comedian and his successful musical comedy company will open a brief season at the Star Theatre on Monday next at 9.15 p.m. with the revue "Keep Moving," which, according to the home papers, is very accurately named. The company is composed of ten excellent performers each of whom specialises in a certain direction. Among the latest London successes to be presented at the Star, are "The Black Cat," "On The Road" and "Blue Birds." It is interesting to note that these revues are now drawing houses to West End Theatres and no time has been lost in bringing them to the East. Fred Coyne himself is the moving light of the company although his assistants Roy Shirley, Joyce Mason